PROCEEDINGS

OF THE

TRAVANCORE SRI MULAM ASSEMBLY.

THIRD ASSEMBLY.

FIRST SESSION.

Saturday, the 26th August 1944|11th Chingam 1120.

(OFFICIAL REPORT)

Vol. XXIV—No. 10.

CONTENTS.

PAGE

1. Oath of Office ... 673
2 Questions and Answers ... 673
3. Reference *re* report in the paper 'Universe' about certain measures of the Travancore Government... 692
4. Inaccuracies in newspaper reports of the Proceedings of the House—Complaint about ... 693
5. Procedure *re* moving of cut motions—Ruling of the President ... 695
6 Voting on Demands for Grants :—(*contd.*)
   (i) Demand XIII—Registration Department—(*concluded.*) .. 698
   (ii) Demand XIV—Railways ... 731
   (iii) Demand XV—State Transport Department. 747

PROCEEDINGS

of

THE TRAVANCORE SRI MULAM ASSEMBLY.

(OFFICIAL REPORT)

THIRD ASSEMBLY

FIRST SESSION—1944/1120.

Saturday, the 26th August 1944/11th Chingom 1120.

The Assembly met again at twelve of the clock in the Legislative Chamber, Public Office, with the Dewan-President in the Chair.

NEW MEMBERS.

The following members took the oath and signed the rolls.

1. Mr. E. I. Chacko (*Director of Industries.*)
2. *Rajyasevanirata* Dr. M. K. Gopala Pillai (*Director of Public Health*)
3. Mr. K. R. Narayana Aiyar (*Additional Secretary to Government and Director of Food Supplies.*)
4. Mr. H. C. Papworth (*Pro-Vice Chancellor.*)

QUESTIONS AND ANSWERS.

Pension.

191 *MR. K. R. NARAYANAN (*Nominated*): Will the Government be pleased to state the amount disbursed by them by way of pension excluding political pensions, in each of the years 1117 and 1118?

MR. S. NARAYANA AIYAR (*Financial Secretary to Government*):

	Rs.
1117	20,40,524
1118	20,49,265

First Class Magistrate's Court, Mavelikara.

192 *MR. C. K. SANKARA PILLAI (*Tiruvalla*): Will the Government be pleased to state:

(*a*) whether any representation has been received by the Government as to the necessity of establishing a First Class Magistrate's Court at Mavelikara; and

(*b*) if so, the nature of steps taken in pursuance of that representation?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: (*Chief Secretary to Government*): (*a*) Yes.

(*b*) The question was duly considered by Government and they held that there was no need for a First Class Magistrate's Court at Mavelikara.

MR. C. K. SANKARA PILLAI: In answer to Part (*b*) may I know when that decision was made?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: In 1942.

MR. C. K. SANKARA PILLAI: May I know whether any representations on the same subject have been received by Government after that decision?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: Yes, Sir.

MR. C. K. SANKARA PILLAI: May I know whether the Government will reconsider that decision?

PRESIDENT: Questions relating to future policy are not allowed.

Vice-Chairman of the Vadakkekara Village Union,
Tiruvalla taluk

195 ***MR. PULIYOOR T. P. VELAYUDHAN PILLAI** (*Tiruvalla*): Will the Government be pleased to state:

(*a*) whether there is any principle followed in the matter of appointment of the Vice-Chairman of the Village Union:

(*b*) the names of the members of the Vadakkekara Village Union in Tiruvalla taluk; and

(*c*) whether any representation has been received by Government protesting against the appointment of the Vice-Chairman, and the action taken thereon?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: (*a*) Yes.

(*b*) *Officials.*

1. Tahsildar, Tiruvalla (*President.*)
2. Section Officer, P. W. D.
3. Co-operative Inspector, Chengannoor.
4. Sanitary Inspector, Do.
5. Agricultural Inspector, Tiruvalla.

Non-Officials.

1. Mr. T. K. Kochu Thommen Muthalai.
2. Mr. V. V. Patchu Panicker, Advocate.
3. Mr. K. P. Narayana Pillai.
4. Mr. T. P. Velayudhan Pillai, M. L. A.
5. Dr. T. K. Varghese.
6. Mr. Veluthia Kunju.

(*c*) No; but since receiving this interpellation it has been reported that the honourable member complained to the Tahsildar, Tiruvalla, about this matter. That complaint has now reached Government.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: In answer to part (*a*) may I know what is the principle followed in this matter?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: Select unions are given this privilege in view of their administrative efficiency.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know whether that principle has been extended with regard to the election of Vice-Chairman in the Vadakkekara Union?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: Not yet, Sir.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know whether there is any reason for that?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: There are three unions selected from the Quilon Division and the question of the Vadakkekara union will be considered by Government.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: In answer to Part (c) may I know whether the complaint was in writing or oral?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: It is not clear. But the Tahsildar has reported that there was a complaint from the Honourable Member.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know when that complaint was made?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: After the nomination of the Vice-President.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know the date when that complaint was made?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: In June 1944.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know the nature of the action taken in the matter since the receipt of that complaint?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: No action had to be taken on that.

Hand-made Paper Industry.

194 ***SRIMATI T. NARAYANI AMMA** (*Nominated*): With reference to the hand-made paper industry, will the Government be pleased to state the steps taken by the Department of Industries to popularise it as a cottage industry and the results of the efforts so made?

MR. E. I. CHACKO (*Director of Industries*): 1. The Department conducts a Hand Made Paper Demonstration Unit at Trivandrum where :—

(a) apprentices are trained.
(b) demonstration is given in hand-made paper manufacture,
(c) experiments are conducted with a view to devising cheap and efficient methods for the manufacture of different kinds of paper.

2. Steps are being taken to organise a Central Hand-made Paper Unit with the different smaller hand-made paper units situated in various parts of the State affiliated to it.

3. The Department of Industries is helping the different Hand-Made Paper Units by:—

(a) giving technical advice,

[Mr. E. I. Chacko.]

(b) Helping to secure raw materials, and
(c) helping to find a market for the products.

Results of efforts made.

1. Seven apprentices have been trained.
2. Enquiries are being received from various places for the organisation of hand-made paper units.
3. A good demand has been created for hand-made paper and allied articles and enquiries are being received from within and outside the State for the supply of the same.

MR. S. SANKARANARAYANAN TAMPI (*Karunagapalli* cum *Kartikapalli*): May I know from Government whether any financial assistance is given to anybody who is engaged in this industry?

MR. E. I. CHACKO: Sir, the industry is in its experimental stage now. The department is trying its best to give a successful demonstration in the matter of production of hand made paper and if it is satisfied that it will be a commercial success, then necessary steps could be taken to think about that matter. At present, Government are considering the question of establishing a central unit for making available the necessary raw materials like caustic soda which are not now available except under control and also for finding a market for the finished products. The question of giving financial assistance to smaller units which may be affiliated to the central unit will be considered.

MR. A. K. BHASKAR (*Quilon* cum *Kottarakara*): May I know, whether the Honourable Member is aware that this is a cottage industry and would be commercially advantageous to the private agencies if they are willing to take up the manufacture?

MR. E. I. CHACKO: So far as Travancore is concerned, there is not much of commercial success attained so far. But I know this is being profitably done in Virudhunagar by Messrs. Harvey Mills Ltd. It is done there on a grander scale with some machinery and the initial cost of it comes to about Rs. 10,000.

MR. K. A. MATHEW (*Tiruvalla*); May I know from Government what are the raw materials secured by Government for this industry?

MR. E. I. CHACKO: Caustic soda is one of the prime ingredients. We have been able to secure a good quantity of that now for distribution to prospective manufacturers,

MR. K. A. MATHEW: May I know how many hand made paper units there are in Travancore?

MR. E. I. CHACKO: About a dozen.

MR. P. K. KURIAKOSE (*Muvattupuzha* cum *Devicolam*): May I know the nature of the ingredients needed for manufacturing hand made paper?

MR. E. I. CHACKO: Waste paper, bamboo and other things. Caustic soda is a very important chemical ingredient, Alum, Resin and a few other chemicals are also equally important.

MR. K. A. MATHEW: May I know whether the units have applied for a grant from the Government?

PRESIDENT: As a matter of fact I have sent for various persons and have stated that the Government are willing to spend about a lakh of rupees in the way of financing co-operative enterprises for the development of this industry. If they take it up as a co-operative concern, raw materials will be made available to them. The Director of Industries has also been told that the Government are prepared to supply the department the necessary caustic soda. The paper produced by hand made processes is generally admired. At least three members of the Viceroy's Executive Council have asked for large supplies and they have been supplied by me. Numerous enquiries are coming from all over India for hand made paper. But I have been very disappointed to find that the production of this paper has not been anywhere able to satisfy the demand we have got. Therefore I have sent for various persons and have instructed the Director of Industries to grant financial assistance up to one lakh of rupees if co-operative enterprises will take them up. I am renewing this offer to the honourable house so that the honourable members may also influence any agency that is prepared to take it up.

MR. P. K. KURIAKOSE: May I know whether any forest products are needed for paper manufacture?

MR. E. I. CHACKO: The forest products like bamboo and *ecta* are useful for pulp making. But we would like to get a machine called Hollender Beater for the purpose; but it is a costly one for which 4000 rupees will be needed. I understand such machines are used in Poona.

MR. K. K. CHELLAPPAN PILLAI (*Mavelikara* cum *Kunnathur*): May I know who is in immediate charge of this work?

MR. E. I. CHACKO: There is a Cottage Industry Inspector in the department under the Director of Industries. He is in direct charge of this institution.

MR. K. K. CHELLAPPAN PILLAI: May I know who is the expert?

MR. E. I. CHACKO: There is an expert who was trained in Madras and who was later on sent over to one or two other places.

MR. K. K. CHELLAPPAN PILLAI: Where was that expert trained?

MR. E. I. CHACKO: First in Madras for a period of six months and later on he was given commercial training here.

MR. K. K. CHELLAPPAN PILLAI: May I know whether the honourable member knows that this was first started recently in Wardha and that some technical improvements were made in it?

MR. E. I. CHACKO. Yes, I am aware of that. But we have got a request for information from the All India Spinners Association which has a branch working in Malabar, to let them know the methods which we are employing for glazing the paper to such a high degree.

MR. P. C. THOMAS (*Kunnathnad* cum *Parur*): May I know for how long the unit at Trivandrum was working?

MR. E. I. CHACKO: About a year now.

MR. P. O. THOMAS: May I know the quantity of paper already made by that unit?

MR. E. I. CHACKO: It will be about fifty reams of foolscap paper. By that time the price of paper went down in the market. So we switched on to some other items like the manufacture of file boards for offices. The Government have placed an order for supplying two thousand file boards. Wrappers, blotting papers and sundries are also manufactured. From Bombay and other places we have very good demand for hand made paper. That being the case, we can give work to other units as well.

MR. K. K. CHELLAPPAN PILLAI: May I know the average cost for one ream of paper made in that unit?

MR E. I. CHACKO: From eight to nine rupees.

MR. K A. MATHEW: May I know whether the department would make the paper available to the newspaper for printing purposes?

PRESIDENT: But the industry has not yet produced any large quantity of hand made stuff. At present we are unable to do that. If any private bodies will take it up we will give them all facilities and advice in the matter of procuring machinery and for even starting the industry.

MR. E. K. MADHAVAN (*Kunnathnad cum Parur*): May I know from the member whether some more centres will be opened up for demonstration purposes?

MR. E. I. CHACKO: After the demonstration was opened by Government there were enquiries from various places. An organisation or two have now applied to us for giving necessary assistance and also to find out experts for them.

MR. E. K. MADHAVAN: From these circumstances, will the member please investigate the possibility of opening one unit in the northern part of Travancore?

MR. E. I. CHACKO: I shall be glad to do that.

PRESIDENT: As a matter of fact, it is more correct to say that all the hand made paper that can be produced in the State will be used. It is true to say that during the last year, I have never written except on paper produced in Travancore and I know at least 3 or 4 friends of mine in the commercial world in India who did not use any other paper for correspondence. But our chief difficulty has been to get enough paper of that kind. Again, the writing has to be done with some care and some training is required for that. If honourable members will start a central co-operative organisation for this purpose in Travancore with branches of it in the south and north and if honourable members of this house or other commercial men will start enterprises of this kind, Government will be prepared to give them all necessary assistance. Probably, Government are prepared to lend their experts even and give financial assistance as well, at least to an equal extent to which they raise money and if they are not able to raise money on an adequate scale and if honourable members are earnest about it, Government will be ready to help them that way also. As I said, Government are willing to spend about one lakh of rupees in the present financial year itself on this experiment.

Some of the letter papers and file boards which alone I am using now, I shall place on the table of the Secretary. Honourable members can then see how well they can be made. The material is here, the people are very adept in doing this work, the demand is there. The only deficiency was caustic soda, but that is available now. Now, therefore, it is entirely a question of encouraging this cottage industry and thereby adding to the earning capacity of the average villager.

MR. P. O. THOMAS: May I know from the honourable member the cost of running this demonstration centre at Trivandrum for the last one year?

MR. E. I. CHACKO: The initial outlay was Rs. 2,000 and the cost of running will depend upon the outturn.

MR. T. T. KESAVAN SASTRI (*Nominated*): ഈ മേശയിന്മേൽ വച്ചിരിക്കുന്ന ബ്ലോട്ടിംഗ് പേപ്പർ ഹാൻഡ്മെയിഡ് ആണോ എന്നു പറയാമോ?

MR. E. I. CHACKO: No, Sir. I understand that the blotting paper is supplied from the Stationery Department, and that it is made by hand by some other institution.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: The Hindu Mission is working a unit and they are supplying these blotting papers.

Industries Board.

195. ***MR. M. L. JANARDHANA PILLAI** (*Nominated*): Will the Government be pleased to state:

(*a*) whether the State Aid to Industries Board is now functioning;

(*b*) who are the present members;

(*c*) what is the amount given on loan during 1117, 1118 and 1119; and

(*d*) what is the amount spent by Government for working this special branch of the department?

MR. E. I. CHACKO: (*a*) Yes.

(*b*) Messrs. 1. E. I. Chacko, Director of Industries, (*Chairman.*)

2. K. C. Karunakaran, B. A., B. Com., Alleppey.
3. N. Ramakrishna Pillai, B. A., B. L., Government Pleader, Alleppey.
4. James Fletcher, Advocate, Trivandrum.
5. K. Madhava Kurup, Registrar of Co-operative Societies, Trivandrum.

(*c*)

1117	...	Rs. 2,210
1118	...	Rs. 1,800.
1119	...	Rs. 2,000

(*d*) The total amount spent for the T. A. of members of the Board for the years 1117, 1118 and 1119 is about Rs. 395-6-0.

There is no special branch in the Department for the purpose, but one of the members of the staff (Auditor) looks after this work.

MR. K. K. CHELLAPPAN PILLAI: May I know from the honourable member the functions of this Industries Board?

MR. E. I. CHACKO: When applications for industrial loans are made, this Board considers them and sanctions them according to the rules framed for the purpose.

MR. K. K. CHELLAPPAN PILLAI: May I know from the honourable member how many applications for loans were received by the Board last year?

MR. E. I. CHACKO: About ten applications.

MR. K. K. CHELLAPPAN PILLAI: May I know for how many rupees in total?

MR. E. I. CHACKO: For about Rs. 7,000.

MR. K. K. CHELLAPPAN PILLAI: May I know how much of these was sanctioned?

MR. E. I. CHACKO: Loans for about Rs. 2,000 were sanctioned.

MR. K. K. CHELLAPPAN PILLAI: May I know the reason why only so much was sanctioned?

MR. E. I. CHACKO: Only so much was sanctioned because in the other cases, there was not sufficient security. In certain other cases there was some defect in the title of the property while in yet other cases, the industries for which the loans were asked were found to be not working satisfactorily.

MR. K. A. MATHEW: May I know from the honourable member whether the Fertilizers Company has asked for loans?

MR. K. G. KUNJUKRISHNA PILLAI (*Legal Remembrancer to Government*): That question does not arise here, Sir.

MR. E. I. CHACKO: This Board is intended for small scale industries.

Weaving Schools.

196. ***MR. T. T. KESAVAN SASTRI**: Will the Government be pleased to state the number of weaving schools to which grants were given by the Department of Industries, Travancore, in the year 1119 and the number of such schools recognised by them?

MR. E. I. CHACKO

Number of weaving schools to which grants were given in 1119	...	81
Number of weaving schools recognised by Government	...	87

MR. T. T. KESAVAN SASTRI: സർ, ഈ അംഗീകാരം നൽകിയിട്ടുള്ള വീവിംഗ്സ്കൂളുകളുടെ പരിശോധന ഡിപ്പാർട്ടുമെൻറു മുഖേന നടത്തുന്നുണ്ടോ എന്നു പറയാമോ?

MR. E. I. CHACKO: ഉണ്ട്.

MR. T. T. KESAVAN SASTRI: സചിവോത്തമപുരം കോളനിയിലെ വീവിംഗ്സ്കൂളിൻെറ പ്രവർത്തനം ആരംഭിക്കുന്നതിനെ സംബന്ധിച്ചുള്ള നടപടി എങ്ങിനെയിരിക്കുന്നു എന്നു പറയാമോ?

MR. E. I. CHACKO : വീവിംഗ് സ്കൂളിൽ ജോലി ശരിയായി നടത്തത്തക്കവണ്ണം സ്ഥലസൌകര്യം അവിടെ ഇല്ലാത്തതുകൊണ്ടു് കുറെക്കൂടി സമയം വേണ്ടിയിരിക്കുന്നു. അതിനുവേണ്ട നിർദ്ദേശങ്ങൾ ഡിപ്പാർട്ടുമെൻറിൽനിന്നു നൽകിയിട്ടുണ്ടു്. സ്ഥലസൌകര്യം ഉണ്ടാക്കിക്കഴിഞ്ഞാൽ ഉടൻ അംഗീകരണം കൊടുക്കുന്നതിനും മററും വേണ്ട നടപടികൾ എടുക്കുന്നതാണു്.

MR. T. T. KESAVAN SASTRI : കുന്നത്തൂർ താലൂക്കിൽനിന്നും ഗ്രാൻറിനായിട്ടു് വല്ല അപേക്ഷകളും കിട്ടിയിട്ടുണ്ടോ?

MR. E. I. CHACKO: ഓർമ്മയില്ല.

Strike in Messrs. Harrisons & Crosfield, Ltd., Quilon.

197. ***MR. XAVIER VINCENT** (*Ambalapuzha cum Shertalai*) : Will the Government be pleased to state:

(*a*) the conditions on which the strike in Messrs. Harrisons and Crosfield Ltd., Quilon terminated in September 1943;

(*b*) whether the Government had any hand in the settlement;

(*c*) which of the agreed terms have been given effect to;

(*d*) whether the Government have received any complaint on this matter from the Quilon Factory Workers' Union; and

(*e*) if so, what action has been taken?

MR. E. I. CHACKO (*Labour Commissioner*): (*a*) There was no condition stipulated, or agreed to, for the termination of the strike.

(*b*) Government referred one of the matters in controversy for the decision of the District Judge, Quilon.

(*c*) In view of the answer to (*a*), this does not arise.

(*d*) Yes.

(*e*) The position of Government has been explained to the President of the Union.

Wage Standardisation Committee.

198. ***MR. XAVIER VINCENT** : Will the Government be pleased to state what action they have taken on the representation given by the Industrial Relations Committee, Alleppey to constitute a Wage Standardisation Committee as recommended by the Board of Conciliation constituted in 1939?

MR. E. I. CHACKO : The Travancore Trade Boards Bill has already been published in the Gazette and will be introduced in the House as early as practicable.

MR. K. C. KARUNAKARAN (*Nominated*): May I know from the honourable member whether British India or any other Indian State has this legislation?

MR. E. I. CHACKO : There is no such legislation in British India. We are going to introduce it here.

Post-war Reconstruction.

199. *MR. C. K. SANKARA PILLAI: Will the Government be pleased to state:

(a) whether the Government have evolved a scheme of Post-War Reconstruction within the State; and

(b) if not, whether the Government intend to take steps immediately to frame a scheme?

MR. C. KUMARA DAS (*Secretary to Government*): (a) Yes.

(b) In view of the answer to part (a), this does not arise.

Visarada Examination.

200. *MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Will the Government be pleased to state:

(a) the position and status given to the holders of the Visarada Certificate in the matter of recruitment to the public service, and the appointment for which such persons are declared eligible under the Public Service Recruitment Rules;

(b) the number of persons who have passed the Visarada Examination during the last two years and the number of such persons who have passed with distinction; and

(c) the number of such persons who have been recruited to the Public Service and the nature of the appointments given to them?

MR. H. C. PAPWORTH (*Pro-Vice-Chancellor*): (a) Holders of the Sahitya Visarda Certificates are declared qualified for appointment as Malayalam Pandits in the scale of Rs. 25—45 in English Schools and as Pandits in the scale of Rs. 22—28 in Malayalam Schools.

		1943	*1944*
(b) Total Number passed	...	164	150
First class	...	1	nil
Second class	...	16	8

(c) Nil.

Rise in the price of food stuffs.

201. *MR. P. O. THOMAS: Will the Government be pleased to state whether they have taken into consideration the sharp rise in the price of food stuffs in the allotment for diet in Parur Hospital in the year 1119?

MR. K. R. NARAYANA AIYAR (*Additional Secretary to Government and Director of Food Supplies*): Yes.

MR. P. O. THOMAS: May I know from the honourable member whether the additional allotment was in proportion to the price of the foodstuffs?

MR. K. R. NARAYANA AIYAR: An additional allotment has been made.

MR. P. O. THOMAS: My question was whether the additional allotment was in direct proportion to the increase in price.

MR. K. R. NARAYANA AIYAR: On account of the high price of food stuffs, additional allotment has been made to meet the dieting charges in the hospitals.

MR. P. O. THOMAS: My question was whether the additional allotment was in direct proportion.

MR. K. R. NARAYANA AIYAR: Yes, Sir. It bears a proportion.

Rice rationed.

202. ***MR. C. K. SANKARA PILLAI**: Will the Government be pleased to state whether they are aware that an appreciable quantity of rice rationed and supplied to the public is damaged and unfit for consumption?

MR. K. R. NARAYANA AIYAR: No.

MR. C. K. SANKARA PILLAI: Is the honourable member aware that any portion of the food materials supplied by rations is damaged?

MR. K R. NARAYANA AIYAR: No, Sir.

MR. CHAZHIKATTU JOSEPH (*Minachil* cum *Thodupuza*): ആട്ട, മെയിസ് മുതലായി കൊടുക്കുന്ന സാധനങ്ങൾ ഉപയോഗത്തിനു കൊള്ളുകയില്ലാ എന്നു വിവരം കച്ചവടക്കാർ പറഞ്ഞു് മെംബർ അറിഞ്ഞിട്ടുണ്ടോ?

MR. K. R. NARAYANA AIYAR: അത്ര നന്നായില്ലാ എന്നു പറയുന്നുണ്ടു്. അതു് അഭിപ്രായവ്യത്യാസം മാത്രമാണു്.

I want to mention for the information of the honourable House, Sir, that stringent orders have been issued by Government not to issue damaged foodstuffs, or foodstuffs unfit for human consumption. On the other hand, if there is a lowering of the quality, it is a matter over which we have no control because these originate from the sources of supply.

MR. K. T. MICHAEL (*Changanacherry* cum *Peermade*): May I know whether there has been any complaint that foodstuffs which are rationed are damaged?

MR. K. R. NARAYANA AIYAR: No. Sir.

MR. P. S. NATARAJA PILLAI (*Chirayinkil* cum *Nedumangad*): May I know how long are these foodstuffs stored up before they are distributed for sale?

MR. K. R. NARAYANA AIYAR: That will depend upon the demand.

MR. P. S. NATARAJA PILLAI: Yet may I know the average period? Does it go for months or for a longer period?

MR. K. R. NARAYANA AIYAR: That depends also upon the nature of the stuffs. Certain foodgrains can be stored for two years even, while some will remain only for six months. That, as I said, will depend upon the nature of the food stuffs.

MR. P. S. NATARAJA PILLAI: In that case, may I know whether periodical inspections are made to test the condition of the stuff?

MR. K. R. NARAYANA AIYAR: Absolutely, Sir.

MR. P. S. NATARAJA PILLAI: The honourable member means that periodical inspections are made?

MR. K. R. NARAYANA AIYAR: Periodical inspections are made. Stringent orders have been issued to keep them in good condition, and to recondition them if they are found to become useless.

MR. K. A. MATHEW: Are e to take that such periodical inspections have not revealed any damage?

MR. K. R. NARAYANA AIYAR: Yes. If it is found the reconditioning is required, it is then done.

MR. K. A. MATHEW: What does the honourable member mean by reconditioning?

MR. K. R. NARAYANA AIYAR: Reconditioning means that the materials are taken out, dried, cleaned, and restacked.

Ration work.

203. ***MR. K. BALAKRISHNA MENON** (*Kunnatnad cum Parur*): Will the Government be pleased to state:

(*a*) whether the ration work is done by the local Proverthicars at Kallupara pakuthi in Tiruvalla taluk and Trikkunnapuzhai pakuthi in Kartikapalli taluk;

(*b*) is there any order not to entrust ration work to the Proverthicars of Edappally North and South pakuthies in their respective areas in Parur taluk, and if so, the reason for the order; and

(*c*) if the answer to part (*b*) is in the affirmative, will the Government consider the disadvantages of the above arrangement to the public and entrust the ration work to the local Proverthicars?

MR. K. R. NARAYANA AIYAR: (a) No.

(*b*) No.

(*c*) In view of the answer to question (*b*), this question does not arise.

Transport of Paddy.

204. ***MR. CHAZHIKATTU JOSEPH**: Will the Government be pleased to state whether they are aware that many persons who brought paddy and rice to Meenachil taluk from outside as the quantity of paddy there is insufficient for consumption, have been arrested by the police and cases have been registered against them in which they have been convicted?

MR. K. R. NARAYANA AIYAR: Yes.

MR. CHAZHIKATTU JOSEPH: ഇങ്ങനെ എത്ര കേസുകൾ എടുത്തിട്ടുണ്ട്?

MR. K. R. NARAYANA AIYAR: ഒൻപതു കേസുകൾ.

MR. CHAZHIKATTU JOSEPH: അതിൽ എത്ര ശിക്ഷിച്ചു?

MR. K. R. NARAYANA AIYAR: 17 people were convicted.

MR. CHAZHIKATTU JOSEPH: അതിൽ എത്രപേർ അപ്പീൽകൊടുത്തു?

MR. K. R. NARAYANA AIYAR: I claim notice, Sir.

Transport of food grains.

205. *MR. C. K. SANKARA PILLAI: Will the Government be pleased to state whether they have advertised for any suitable contract agency for the transport of food grains from outside Travancore?

MR. K. R. NARAYANA AIYAR: No.

Transport of food grains.

206. *MR. T. K. NARAYANA PILLAI (*Neyyattinkara cum Trivandrum*): Will the Government be pleased to state:

(*a*) who is in charge of transporting food grains belonging to Government in Travancore; and

(*b*) is the transporting done under the direction and supervision of the Director of Food Supplies in any part of Travancore?

MR. K. R. NARAYANA AIYAR: (*a*) The District Magistrate on Special Duty, Quilon, is in charge of all arrangements relating to the transport of imported foodgrains in the State. In regard to local paddy, the transport arrangements are made by the State Food Grains Purchase Officer.

(*b*) No.

Lady Sub-Assistant Surgeon of Public Health, Kottayam.

207. *MR. K. R. NARAYANAN (*Nominated*): Will the Government be pleased to state the number of times the Lady Sub-Assistant Surgeon of Public Health, Kottayam District inspected the centres of Thalayolaparambu, Anikkad, Kuruppamthara, Kuthiathodu, Ankamali and Puthencursu in 1119?

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: (*Director of Public Health*):

Centres.		Number of visits by the Lady Sub-Assistant Surgeon of Public Health, Kottayam, during 1119.
1. Thalayolaparambu	...	12
2. Anikkad	...	10
3. Kuruppamthara	...	9
4. Kuthiathodu	...	7
5. Ankamali	...	6
6. Puthencursu	...	7

MR. K. R. NARAYANAN: ലേഡി സബ് അസിസ്റ്റന്റ് സർജന്റെ പ്രധാന ജോലി എന്താണെന്നു പറയാമോ?

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: The Lady Sub Assistant Surgeon visits rural midwifery centres, gives them instructions, inspects their registers and also enquires into the maternity and child welfare in the locality.

MR. K. R. NARAYANAN: ലേഡി സബ് അസിസ്റ്റന്റു സർജൻ ൧൧൧൮-ൽ ആകെ ൫൧ ദിവസം മാത്രമാണു പരിശോധന നടത്തിയിട്ടുള്ളതു് എന്നു കാണുന്നു. ബാക്കിയുള്ള ദിവസങ്ങളിൽ അവൾക്കു ഉള്ള ജോലി എന്താണെന്നു പറയുമോ?

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: Although she has visited only 51 times, she has spent over 105 days on inspection in mofussil areas.

MR. K. R. NARAYANAN: അവർ സാധാരണ ഇൻസ്പെക്ഷനു പോകുമ്പോൾ ആഫീസിലേയ്ക്കു പ്രോഗ്രാം അയച്ചുകൊണ്ടാണോ പോകാറുള്ളതു്?

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: The programme is usually sent to the District Health Officer.

Deaths caused by dysentery.

208. ***MR. VARKALA K. MADHAVAN** (*Neyyattinkara cum Trivandrum*): Will the Government be pleased to state the number of deaths caused by dysentery in Chirayinkil taluk in 1119?

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: The number of deaths caused by dysentery and diarrhoea in Chirayinkil taluk during the first three quarters of 1119 is 95.

MR. VARKALA K. MADHAVAN: May I know the reasons for the outbreak of diseases.

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: This is a perennial phenomenon. Dysentery is endemic in the coastal areas of Travancore.

MR. VARKALA K. MADHAVAN: May I know the measures that the Government have adopted for relief.

RAJYASEVANIRATA DR. M. K GOPALA PILLAI: Infected houses were visited both by the Sanitary Circle Officer and the Sanitary Assistant. The water supply of the infected houses is disinfected. Dysentery-phage which is a curative bacterial preparation was administered to the patients.

MR. VARKALA K. MADHAVAN: May I know whether the milk is supplied in the affected areas?

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: We have imported milk and in cases where it is needed milk is supplied.

MR. VARKALA K. MADHAVAN: May I know whether there is any necessity for revising the rice-ration in these areas?

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: Between supply of rations and the incidence of dysentery, I am sorry I do not find any relation

MR. C. K. SANKARA PILLAI: May I know from the honourable member whether want of sufficient food is the reason for the outbreak of dysentery?

RAJYASEVANIRATA DR. M. K. GOPALA PILLAI: These are diseases which have been prevalent even when there was no famine.

Commandeering of Vallums.

209. *MR. R. MADHAVAN NAIR (*Karunagapalli cum Karthikapalli*): Will the Government be pleased to state:

(a) whether they have laid down any definite principles in regard to the commandeering of Vallums for the transport of food grains from Cochin Harbour;

(b) whether there is any rule regarding the proportion of vallums to be commandeered out of the vallums owned by a single individual; and

(c) whether the Government are aware that great inconvenience and loss are caused to the commerce and industry of the State due to the want of any definite principles in commandeering vallums?

MR. K. R. NARAYANA AIYAR: (a) Yes; vallums of 8 tons and below are not commandeered.

(b) There is no hard and fast rule, except that when more vallums than one are owned by an individual all his vallums will not be commandeered.

(c) No. Every endeavour is being made to avoid such loss or inconvenience.

MR. R. MADHAVAN NAIR: ൮ ടണ്ണും അതിൽ കുറവും കേവുഭാരമുള്ള വള്ളം കമാൻഡിയർ ചെയ്തിട്ടുള്ളതായി ഗവർമെൻറിൻെറ ശ്രദ്ധയിൽ പെട്ടിട്ടുണ്ടോ?

MR. K. R. NARAYANA AIYAR: അങ്ങിനെ പാടില്ലാ എന്ന് ഉത്തരവുണ്ട്.

MR. R. MADHAVAN NAIR: അങ്ങനെ ഉത്തരവു കൊടുത്തിട്ടുണ്ടെങ്കിലും കമാൻഡിയർ ചെയ്തിട്ടുള്ളതായി ഗവണ്മെൻറിൻെറ ദൃഷ്ടിയിൽ പെട്ടിട്ടുണ്ടോ?

MR. K. R. NARAYANA AIYAR: ഇല്ല.

MR. R. MADHAVAN NAIR: അങ്ങനെ കമാൻഡിയർ ചെയ്ത വള്ളങ്ങൾ തിരിച്ച് കൊണ്ടുവന്ന പെനാൽട്ടി ചെയ്തുകൊണ്ട് ഉത്തരവു പുറപ്പെടുവിച്ചിട്ടില്ലേ?

MR. K. R. NARAYANA AIYAR: അറിയാൻപാടില്ല.

MR. R. MADHAVAN NAIR: സ്റ്റേററിൽ ആകെ എത്ര വള്ളങ്ങളുണ്ട്?

MR. K. R. NARAYANA AIYAR: രണ്ടായിരത്തിൽ കൂടുതൽ ഉണ്ട്.

MR. R. MADHAVAN NAIR: ഇപ്പോഴും അതിൽ കമാൻഡിയർ ചെയ്യാത്ത വള്ളങ്ങൾ എത്രയുണ്ട്?

MR. K. R. NARAYANA AIYAR; ഏകദേശം ൨൦൦ വള്ളങ്ങളോളം കമാൻഡിയർ ചെയ്തിട്ടുണ്ട്.

MR. R. MADHAVAN NAIR: ഒന്നിലധികം വള്ളങ്ങളും കമാൻഡിയർ ചെയ്യുവരുടെ ഒരു രിസ്റ്ററു് സബ്ജ് ആഫീസിൽ സൂക്ഷിച്ചിട്ടുണ്ടോ?

MR. K. R. NARAYANA AIYAR: സൂക്ഷിച്ചിരിക്കാം.

Commandeering of boats.

210. * **MR. XAVIER VINCENT**: Will the Government be pleased to state:

(*a*) whether most of the commandeered boats go back to Cochin or Alleppey empty;

(*b*) whether the Government have insisted that it should be so;

(*c*) whether exceptions are allowed to such rule and if so, why and on what conditions; and

(*d*) whether the Government are aware that commercial interests are jeopardised to a great extent by the rule that the commandeered boats should return empty to their destination?

MR. K. R. NARAYANA AIYAR: (*a*) & (*b*) No. To avoid delay some vallums are at times sent back to Cochin empty to help the expeditious clearance of food-stuffs from there.

(*c*) In view of the answer to parts (*a*) and (*b*), this does not arise.

(*d*) No.

MR. A. P. UDAYABHANU (*Karunagapalli cum Kartikapalli*): May I know from the honourable member whether the owners of the commandeered boats are held responsible for the misconduct of the boatmen?

MR. K. R. NARAYANA AIYAR. No, Sir.

MR. A. R. SULAIMAN SAIT (*Commerce and Industry—North*): May I know whether the Government are aware that the commandeering of these boats has affected the merchants who use private boats for taking their cargo to Cochin?

MR. K. R. NARAYANA AIYAR: The question does not arise, Sir. When only certain boats are commandeered by Government, the question of private cargo does not arise at all. But so long as it does not conflict with the Government's policy, the District Magistrate on Special Duty sees that private cargo is also allowed to be transported in these vallums to the extent possible.

Central Food Advisory Council.

211. * **SRIMATI T. NARAYANI AMMA**: With reference to the statement contained in the Memorandum (about increase in rice production) supplied to the recent meeting of the Central Food

Advisory Council, to the effect that the surpluses declared by Provinces and States were insufficient to meet the stated defects, will the Government be pleased to state the latest figures regarding Travancore?

MR. K. R. NARAYANA AIYAR: The question is not intelligible.

UNSTARRED QUESTIONS AND ANSWERS.

Communication facilities.

12. **MR. P. K. KURIAKOSE:** Will the Government be pleased to state whether they are aware that the Muvattupuzha and Devicolam taluks are very backward in communication facilities when compared to other taluks and whether they will be pleased to increase the facilities for communication by completing the roads already begun and sanctioning fresh roads applied for by the public?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: Estimates for new roads have been sanctioned and the works are in various stages of progress. Other road schemes are also under investigation as recommended by the P. W. D. Advisory Committee.

Bridge at Moolepilackal, near Manimala.

13. **MR. K. G. KESAVAN NAIR** (*Changanacherry* cum *Peermade*): Will the Government be pleased to state:

(*a*) whether the people have petitioned for the construction of a bridge at Moolepilackal near Manimala in Changanacherry taluk;

(*b*) whether any action has been taken thereon;

(*c*) the amount sanctioned hitherto for the same;

(*d*) the amount hitherto spent for the same;

(*e*) the nature of the work hitherto done;

(*f*) why the bridge was not constructed; and

(*g*) will the Government be pleased to immediately proceed with the construction of the proposed bridge?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: (*a*) Yes.

(*b*) Yes.

(*c*) None recently.

(*d*) and (*e*) Do not arise.

(*f*) Owing to financial stringency for some years and now owing to the high cost of materials and difficulty in getting them.

(*g*) No, till the conditions improve.

Bridge on the east of the Kayamkulam Municipal Market.

14. **MR. A. P. UDAYABHANU** (*Karunagapalli* cum *Kartikapalli*): Will the Government be pleased to state:

(*a*) whether the bridge to the east of the Kayamkulam Municipal vegetable market is not unfit for traffic;

(*b*) if so, how long has it been in that condition; and

(*c*) why the work of repairing it is being delayed?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: (*a*) The bridge is intended now for pedestrian traffic only, and is fit for that purpose.

(*b*) & (*c*) Do not arise.

Renovation of thodus.

15. MR. T. K. NARAYANA PILLAI: Will the Government be pleased to state:

(a) whether they are aware that owing to thodu poramboke land and adjoining banks being washed away during rainy season large areas of paddy land become silted up and remain uncultivated in various parts of South Travancore;

(b) whether any steps have been taken to prevent the above state of affairs; and

(c) what steps, if any, have been taken to renovate the thodus (തോടു്) at Machayil in Marukil pakuthi, Kottukal in Kottukal pakuthi whose banks have been washed away years ago with the consequence that large areas of paddy lands remain silted up and uncultivated?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: (a) Yes.

(b) Yes.

(c) Improvements to the Machayil thodu have been investigated and the estimate is under preparation. As regards the Kottukal channel the maintenance grant has been increased from Rs. 100 to Rs. 200 per mile and an estimate for special improvement work is under preparation.

Minor Irrigation tanks.

16. MR. T. K. NARAYANA PILLAI: Will the Government be pleased to state:

(a) the number of minor irrigation tanks yet to be renovated in the taluks of Neyyattinkara and Trivandrum; and

(b) the area of paddy land which will be irrigated by them if they are renovated?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI:

	No. of tanks to be renovated.	Ayacut acreage.
(a) & (b) In Neyyattinkara taluk	258	3000
In Trivandrum	150	2500

Kayamkulam - Adur Road.

17. MR. A. P. UDAYABHANU: Will the Government be pleased to state:

(a) whether they are aware of the very bad condition of the Kayamkulam - Adur Road especially within the Municipal limits of Kayamkulam; and

(b) how long has it been in that condition?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: (a) No.

(b) Does not arise.

Manimala bridge.

18. MR. K. G. KESAVAN NAIR: Will the Government be pleased to state:

(a) whether the Government are aware of the fact that the Manimala bridge is under water during rainy seasons;

(*b*) are they aware of the fact that yearly several cases of drowning occur due to accidents on account of the bridge being under water during rainy seasons;

(*c*) are they aware of the fact that the bus services from Punalur to Mundakayam and Kottayam to Ranni are generally being suspended during rainy seasons because of the Manimala bridge being under water; and

(*d*) what is the action the Government propose to take to redress the grievances of the people due to the uselessness of the Manimala bridge?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: (*a*) Yes, during high floods.

(*b*) No.

(*c*) Yes, bus services are suspended when there is water over the bridge.

(*d*) None at present as the bridge is a submersible one and its use is limited to periods when there are no high floods.

Major irrigation works in Neyyattinkara and Vilavancode.

19. **MR. T. K. NARAYANA PILLAI**: Will the Government be pleased to state:

(*a*) whether any investigation has been made *re* the construction of a major irrigation work for the benefit of the ryots in Neyyattinkara and Vilavancode taluks;

(*b*) if so, what has been the result of the investigation?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: (*a*) Yes, a preliminary investigation has been made.

(*b*) Further data are being collected, as such a large scheme cannot be launched without complete data.

Renewal of gun license.

20. **MR. P. K. KURIAKOSE**: Will the Government be pleased to state how many applications from the Muvattupuzha—Devicolam taluks were received for the renewal of the gun license in the month of Karkatakam 1118, how many of which were renewed during that month and in the month of Chingom 1119 and how many were not renewed during that period?

MR. C. KUMARA DAS (*Secretary to Government*):

	Muvattupuzha.	*Devicolam.*
(*a*) Applications received in 12/1118	18	108
(*b*) Applications renewed in 12/1118	6	33
(*c*) Applications renewed in 1/1119	4	56
(*d*) Applications not renewed during that period	8	19

Gun license.

21. **MR. P. K. KURIAKOSE:** Will the Government be pleased to state why the delay was caused in renewing the licenses and returning the guns which were already deposited in the police stations when their services were essential for the protection of cultivation chiefly in the months of Chingom and Kanni?

MR. C. KUMARA DAS: There is no avoidable delay in the renewal of licenses and return of guns. Almost all the applications for renewal are being received during the month of Karkatakam and, after the enquiries stipulated by rules are made, as many as possible are disposed of without delay.

REFERENCE *RE* REPORT IN THE PAPER "UNIVERSE" ABOUT CERTAIN MEASURES OF THE TRAVANCORE GOVERNMENT.

MR. M. L. JANARDHANA PILLAI (*Nominated*): With the permission of the Chair I wish to bring to your notice that a very undesirable criticism has been made that some of the Native States are taking measures which are anti-Christian. May I be permitted to read a few lines in that connection?

PRESIDENT: What is the paper that the honourable member is referring to?

MR. M. L. JANARDHANA PILLAI: It is the International Press Cutting Bureau which has published this article. It is from a paper called "Universe."

PRESIDENT: What is the honourable member's point?

MR. M. L. JANARDHANA PILLAI: An accusation is made against the Travancore Government that this State is adopting certain anti-Christian measures——

PRESIDENT: The honourable member will hand over the paper to the Chair.

MR. M. L. JANARDHANA PILLAI: So far as I am aware no such anti-Christian measures are adopted in the State.

MR. K. A. MATHEW; May I know from the Chair whether the member is in order in referring to some paper cutting which is not accessible to the members of this House and which cannot be credited with any great importance or status?

PRESIDENT: I may inform the honourable members that my attention has already been drawn to this newspaper. This newspaper is the official organ of the Catholics of Britain and it has published the following. Honourable members might be interested to learn it.

(reads)

INDIAN STATE MEASURES ARE ANTI-CHRISTIAN.

> The State of Travancore, Southern India, has adopted certain anti-Christian measures which, though given prominence in the "Herald". Calcutta Catholic Weekly newspaper have been ignored or played down by other Christian-owned papers.
>
> ....
>
> The 17 elected Christian members of the legislature, after appealing against inadequate Christian representation in the public services and against regulations concerning the building of churches and cemeteries, were asked to resign. On their refusal, the legislature was dissolved by Government order.
>
> The Muslim and the two powerful Hindu parties have now joined forces to push the Christians out completely in the general election.

The Government of India and the Government of England will have their attention drawn to this matter and I am sure that this paper which is the official organ of Catholics of Britain who are above suspicion and which is responsible for the circulation of a propaganda on such mendacious lines will withdraw what it has stated without reservation.

MR. M. L. JANARDHANA PILLAI: In view of the statement by the Chair, I do not wish to pursue the matter.

PRESIDENT: After the statement from the Chair I would appeal to the honourable member not to speak; not that I want to curtail the freedom of speech of the honourable members. The report is, no doubt, a tissue of false and unadulterated lies and it is a matter in which Government are taking official action and will probably address the Government of India and the Government of England to take the necessary steps so that the paper may disown publicly the statement it has made.

INACCURACIES IN NEWSPAPER REPORTS OF THE PROCEEDINGS OF THE HOUSE.

MR. K. R. NARAYANAN: സർ, ഇവിടത്തെ പ്രസംഗങ്ങൾ റിപ്പോർട്ടു ചെയ്യുന്ന രീതിയെക്കുറിച്ച് ഒരു സ്റ്റേററുമെൻറു പറയുവാൻ ഞാൻ ആഗ്രഹിക്കുന്നു.

൩-ാംതീയതി ഞാൻ ചെയ്ത ബഡ്ജററു പ്രസംഗം ൫-ാം തീയതിയിലെ കോട്ടയത്തെ ഒരു പ്രധാനപത്രമായ 'ദീപിക' യിൽ വളരെ തെററായി റിപ്പോർട്ടു ചെയ്തിരിക്കുന്നു. ഒരു മെംബറിൻെറ പ്രസംഗം മുഴുവനുമായി ഒരു പത്രത്തിൽ റിപ്പോർട്ടു ചെയ്യാനുള്ള പ്രയാസം എനിക്കറിയാം. ശരി ചെയ്തില്ലെങ്കിലും, തെററു ചെയ്യാതിരുന്നാൽ മതിയായിരുന്നു. എൻെറ പ്രസംഗം വിലക്ഷണമാക്കി, വികലമാക്കി, ഉദ്ദേശത്തോടുകൂടിയാണെന്നു സംശയിക്കത്തക്ക മാതിരിയിൽ.........

PRESIDENT: Does the honourable member complain against any newspaper of misreporting his speech?

MR. K. R. NARAYANAN: Yes, Sir.

PRESIDENT: Then the honourable member may give in his complaint to the Secretary. What is the name of the newspaper of which he is complaining?

MR. K. R. NARAYANAN: "Deepika".

PRESIDENT: Then the honourable member will give his complaint about the inaccuracy of his speech to the Secretary. The newspaper will be asked about it and then I shall deal with the matter.

MR. M. R. RAMAKRISHNA PILLAI (*Chirayinkil cum Nedumangad*): Sir, the newspaper "Bharathi" in its issue of the 19th August 1944 published an incorrect report of my speech in the Assembly reviewing the Budget. The paper reported me as having said.

"ഭരണാധികാരിയോടു ഉത്തരവാദം ചെയ്യുന്നതും നിയമസഭയോടു ഉത്തരവാദം ചെയ്യാത്തതും ആയ മന്ത്രിഭരണം തിരുവിതാംകൂറിൽ നടപ്പാക്കണം"

In the course of my speech I had appealed for a Ministry which should be responsible to the Ruler if not responsible to the Legislature. This report was brought to my notice on the morning of the 21st instant, a few minutes before the Assembly met. Before I could raise the matter in the House the Reporter of the "Bharathi" came to my seat in the Assembly and pleaded with me not to mention it in the House, promising me that a correct version of my speech would appear in the press the same evening. He also asked me for a copy of my speech so that the correct version might be published. I gave him a copy as requested by him and as a matter of courtesy. During lunch time, the Reporter of another paper came to me saying that he too had unfortunately sent an inaccurate report supplied to him by the Reporter of the "Bharathi". He also promised an immediate correction in his paper. I waited for three days and found no correction published in the "Bharathi". It was then that I brought the matter to the notice of the House on the 24th instant as I did not want an incorrect statement to lie in the country as it is. The Editor of the "Bharathi" has since published a statement in his paper of the 24th instant. It is not true that I had sent him a copy of my speech to be published in full. It is equally incorrect to say that any brother of mine approached the Editor on my behalf to publish my speech. The simple fact as I have already stated is that I gave the Reporter of the "Bharathi" a copy of my speech at his own request as a matter of courtesy.

PRESIDENT: How do these things concern the House? No doubt, an inaccurate report of honourable members is a matter that has to be brought to the notice of the Chair. But the discussion between the honourable member and the various editors is a matter which this House cannot deal with.

MR. M. R. RAMAKRISHNA PILLAI: Yes, Sir, I admit. I understand that you asked me for a statement on this matter.

PRESIDENT: Yes, the honourable member can make his statement.

MR. M. R. RAMAKRISHNA PILLAI: Shall I place it on the table of the Secretary or may I read it?

PRESIDENT: Notwithstanding the honourable member giving a copy of the mutilated version of his speech to the Secretary, he is at liberty to make a statement in writing about that and ask the Chair to deal with the newspaper concerned. That is what I am asking the honourable member to do.

MR. M. R. RAMAKRISHNA PILLAI: Then I shall place a statement in the hands of the Secretary.

PROCEDURE REGARDING MOVING OF CUT MOTIONS— RULING OF THE PRESIDENT.

MR. P. S. NATARAJA PILLAI: Before we proceed with the business for the day, I rise to a point of order. The other day the ruling given was that if there were more than one cut motion and if one cut motion was voted upon all the other motions lapsed.

PRESIDENT: Under that heading.

MR. P. S. NATARAJA PILLAI: Yes, Sir. But if the motion is withdrawn with the permission of the House, the position is changed. There is a ruling to the effect that if a motion is withdrawn, all the other motions under that head are in order and can be discussed. Now the procedure here is to call upon honourable members to talk on the first motion. So if the first motion is withdrawn, all the other honourable members who have sent cut motions under that particular item lose their right of making speeches and pressing for division.

MR. K. G. KUNJUKRISHNA PILLAI: On the point that when a motion is voted upon all the cut motions under that head lapse there have been specific rulings. On the other point there has not been a specific ruling. I would also bring to the attention of the Chair the ruling reported in Vol. 12 page 676 and Vol. 14 pages 524-525 of the Travancore Assembly Proceedings.

I would quote the following paragraph:—

> "The matter deserves more consideration. I do not propose to give a ruling except to allow the consideration of the motion without prejudice to the ruling referred to. The matter is of great importance and honourable members will remember that it also affects the privileges of the House. If we are to stop with the decision of one motion under one heading then the department becomes absolutely safe from any attack under any other topic. The question has to be well considered before I give a ruling."

Subsequently the Chair has not given a ruling on this matter. I may submit that when once a motion is either withdrawn or not voted upon due to some cause or other, it would be better to allow the subsequent motions to be discussed. When a motion is voted upon, all the

[Mr. K. G. Kunjukrishna Pillai.]

subsequent motions under that head lapse. Otherwise the subsequent motions do not lapse.

MR. P. S. NATARAJA PILLAI: There is another ruling reported on page 141 and distinction is made when a motion is withdrawn and when it is voted upon.

MR. K. G. KUNJUKRISHNA PILLAI: I would refer the Chair to rulings 209 and 225 reported on pages 134 and 141 respectively. The ruling to which Mr. Nataraja Pillai refers is ruling 225.

PRESIDENT: I wanted to bring this to the notice of the House. I shall now give a ruling on the subject. I have been considering this matter for some time. The idea underlying the whole of this doctrine is as follows;—Let us, for instance, take any one of these grants. Take for example the Registration Department which is now under discussion. The first item relates to salaries. The second is a motion for reduction of total allotment. Supposing under salaries there had been two or three motions, all admissible, and all of them had been token, but the motion that was moved was, let us say, the first motion. Nominally, the idea is that the Department's attention is drawn, or in the case of salaries a reform is sought to be introduced and under that heading the Departmental conduct of affairs is regarded as not satisfactory. In the case of the budget, after general discussion, there is a vote on grants. These votes, although they are token motions are generally regarded as motions reflecting upon the conduct or policy of that Department. Especially so is it the case in the matter of motions for reduction of total allotment. In the case of the smaller items the usual practice has been, and I think expediency demands that that practice should be continued, to regard them as matters for the ventilation of local grievances; in other words, people who want to point out that in a particular locality a bridge or a road is necessary, have to put forward their points of view and a vote on that matter is never regarded as a vote of confidence or of no-confidence, but regarded mainly as a means afforded by the general discussion for the discussion and determination of local grievances. The case is different when we come to motions for reduction of total allotment. The motions for reduction of total allotment can be of two varieties. One set of motions may curtail the demand by 20, 50, or 100 per cent. There may be a motion to reject the whole of that demand.

In such cases there can be no controversy as to the procedure. They are distinctly votes of no-confidence in the department or the Government as the case may be. Generally speaking, votes of that kind in all departments, excepting the vote on General Administration, are not regarded as votes of confidence or no-confidence in the Government as a whole but are regarded as affecting the department in question.

The last category is 'token cuts'. "Token cuts" although they may be for one rupee or half a rupee, have by long convention in Parliament, in the Central Legislative Assembly and here, been regarded as tantamount to a vote of confidence or no-confidence. And for that reason, motions for reduction of total allotment are debated on that basis. That being so, the question becomes easy of solution. If a matter has been raised, debated and decided upon affirmatively under this heading say "Motion for reduction of total allotment of Rs. 27,474 by Srimati T. Narayani Amma" etc., etc., it means that the department has gone wrong in that respect and is censured mildly or severely as the case may be. On the other hand the motion may be voted out, that is, after hearing all these arguments the Assembly may come to the conclusion either that the department has conducted its affairs fairly satisfactorily or at all events that the dissatisfaction of the department is not sufficiently strong to demand such a vote. These being the principles on which token motions are voted upon, we now come to the question of withdrawal.

Withdrawal can take place in either of two ways. A member who has given a motion for a cut which, incidentally it may be remarked, need not be seconded, can withdraw it at his pleasure. If he withdraws it, it is open to the House to allow him to withdraw it or not. If it is a matter of some importance and if on account of some arrangements, which the particular member has made with the Government Benches a particular grievance has been satisfied by the Government an honourable member may withdraw his motion. It is open to the House either to allow him to withdraw or not to withdraw, but generally speaking the convention of this House is that a person who wants to withdraw his motion is allowed to withdraw it excepting where a real point of great principle is involved. That being so, although certain arguments could be advanced on the other side that because if a withdrawal is liable to rejection by the House every withdrawal must be regarded as tantamount to a vote, I think that from the point of view of convenience and expedition of business in the House it would be well to lay down as an equitable rule that where a motion is withdrawn by an honourable member, then it should not necessarily involve a jettisoning or a rejection of the other demands under that head but that the next person who has given a demand for a cut would be allowed to speak and a vote would be taken on that cut. That would be the position.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I wish to bring to the notice of the Chair, an anomalous position that may ensue as the result of this. As stated by the Legal Remembrancer, if after the withdrawal of the first motion under a sub-head, the other persons who have tabled the cut motions under the same head are allowed to discuss them again, there would be some difficulty.

PRESIDENT: It is not a question of discussion. The principle has already been stated. As soon as Srimati Narayani Amma moves, she will be asked to speak. Then, Messrs. Udayabhanu and Nataraja Pillai will also be asked to speak. After all those persons have spoken,

[President.]

Srimati Narayani Amma may withdraw her motion. If, after being satisfied so far as her own cut motion is concerned, she withdraws her motion, that does not preclude the vote. It is not a question of discussion, because all the discussion would have been over by that time.

In other words, even if Srimati Narayani Amma says that she is satisfied with the explanation of Government and does not want to pursue the matter to voting point, it is open for Mr. Udayabhanu to say that a vote should be taken on his motion. That is all that the ruling implies.

DEMANDS FOR GRANTS--(*contd.*)

DEMAND XIII--REGISTRATION—(*contd.*)

MR. A. P. UDAYABHANU: Yesterday I was pressing two points before the House. One was that facilities for the effective control over the subordinates in the Registration Department should be provided so as to prevent corruption. A minimum number of documents should be fixed for disposal in the ordinary course of business and the rest would be charged with late fee, part of it going to the staff and part of it to the Government. All the work that accumulates in a day must be disposed of on the very same day. That would avoid the chances of harassing the people by the Sub-Registrar.

The second point was that trained and well-equipped people should be employed for conveyancing instead of the laymen who are now doing this job. This will prevent a lot of litigation. In this connection I would like to draw the attention of the House on a resolution passed by the Bar Council recommending to Government that all lawyers must be asked to certify every document before it is taken up for registration. But I do not ask for the turning out of all the document writers here and now. The people who are now subsisting as document writers must be given permits or licences to continue their jobs and laymen should not be recruited in future. If this is done the lawyers would be well equipped with good document writers and could work successfully which will ultimately be of great benefit to the public at large. There is another thing which I want to place before this House. People of all classes gather before the Sub Registrar's office from different places. They have to wait for hours or even days together outside the office. Therefore, just as in the Transport Department, a waiting shed may be provided for the Sub Registry offices. This would facilitate the people coming to the offices and prevent them from wandering all over the place. Further, it will avoid much crowd on the narrow verandahs of the offices.

MR. V. K. VELAPPAN NAIR (*Vaikom cum Kottayam*): സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു. ബഹുമാനപ്പെട്ട മെമ്പർ മി. ഉദയഭാനു ഈ സഭയ്ക്കു മുമ്പാകെ, രജിസ്റ്റർകച്ചേരിയിൽ കക്ഷികൾ അനുഭവിക്കുന്ന അസൗകര്യങ്ങളുടെ ഒരു സാമാന്യരൂപം വിവരിച്ചുകേട്ടു. കോട്ടയം ടൗ

ണിൽ ഇപ്പോൾ ൨ കച്ചേരികൾ സ്ഥിതിചെയ്യുന്നുണ്ട്. ആ താലൂക്കിന്റെ കിഴക്കേ അററം ടൌണിൽ നിന്നും ഏകദേശം ൨൧ മൈൽ അകലെയാണ് സ്ഥിതിചെയ്യുന്നത്. ഗതാഗതത്തിനും ആഹാരത്തിനും വളരെ അസൌകര്യമുള്ള ഈ കാലത്ത് ഇത്ര ദൂരെനിന്നും കക്ഷികൾ രജിസ്ത്രർകച്ചേരിയിൽ ......

RAJYASEVANIRATA S. CHATTANATHA KARAYALAR (*Pathanapuram cum Shencottah*): Mr. Velappan Nair's motion relates to the reduction of the total allotment of Rs. 5,54,268 for Registration. Is it applicable to the motion under discussion?

MR. K. G. KUNJUKRISHNA PILLAI: Though the motion of Mr. V. K. Velappan Nair is for a reduction of total allotment under Demand XIII, you will find that the point mentioned under it is the necessity to change the Additional Sub Registrar's office at Kottayam to Pampadi. You will also find that the three previous motions are also for reduction of total allotment. Therefore, technically speaking, the Deputy President is right in saying that Mr. Velappan Nair need not speak on this motion. I submit that his last motion need not be discussed at all.

PRESIDENT: The Deputy President's point is that in order to implement the ruling which has now been made, the voting on these three motions should be less comprehensive than a vote taken under Mr. Velappan Nair's motion. Therefore although it might take a little more time, it is much better to conform to the rules, and finish the discussion on these three motions.

MR. VARKALA K. MADHAVAN (*Neyyattinkara cum Trivandrum*): I support the motion. I have also to bring to the notice of this House that the system of registering documents in the State ought to be revised and certain changes ought to be made so that as in America and other civilized countries the system of photographing the documents instead of copying them may be brought into effect. It is time........

PRESIDENT: We cannot get negatives even for ordinary private photographs, at the present time. What is done in America and what is now being copied in England also is this. Small photographs of the size of a two anna or a four anna piece of the document are taken with the help of special lantern slides and then enlarged. But that process involves a tremendous establishment of photographers and further as there are no photographic materials available at present I do not think that it is possible for adoption here.

MR. VARKALA K. MADHAVAN: Of course, the difficulty is this.

PRESIDENT: I have myself seen about 10,000 documents being kept in a container of the size of the ballot box. Therefore, the question of building separate blocks for the purpose does not also arise. Whenever a document is wanted there is a card index—it is taken out and sent to the Magic Lantern Department where the document is enlarged. That has got certain advantages but still there is the question of expense.

MR. VARKALA K. MADHAVAN: The maximum number of documents that are to be accepted by a Sub Registrar for registration on a certain day should be fixed. Sir, the rule says that all documents presented before 4 p. m. every day should be accepted for registration. After getting the maximum number of documents to be accepted every working day fixed, the position is that the staff of the Registration department has to work over-time for which adequate remuneration has to be paid. With these words, I support the motion.

MR. S. SANKARANARAYANAN TAMPI: Sir, I rise to support the motion brought forward before the House by the honourable member Mr. Udayabhanu relating to the improvement in the working of the Registration department. If I were to use a metaphor to characterise the work of that department it is this. It is like a mother that can be proud and glory over her children being so very much like each other. To make the matter clear, the mother the Department has her children the Sub-Registrar offices so closely resembling each other in being corrupt. Sir, you may take it, that I am speaking from a personal knowledge of the matter. I have been watching the career of many young men entering the public services with the honest determination of discharging work to the best interests of the State and citizens. Many who are seen as clerks in the Registration department enter service with this honest determination. In the beginning they think that the Sub-Registrars observe a certain amount of priorty in the admission of documents. In the first instance, they piously think that there is some rule or law laid down by Statute to admit the documents. But afterwards as days pass by, they find that all was a huge farce.

A man who wants to register a document has, first of all, to do this much. Before he thinks of approaching the honourable deity inside, namely the Sub-Registrar, he has to worship at the shrine known as the head clerk and then a good many subordinate clerks of that department. That is what actually happens. After the work of the day is over in the evening, there is a division of the spoils, the bounty so to say. To begin with, these young men feel a kind of disgust in the matter; they feel pity; they sigh out of contempt. Lo! a set of corrupt fellows; all of them so to say. But the period of training for these people to become corrupt is sometimes one month or at the most two months.

MR. V. SRIDHARAN PILLAI (*Kulkulam cum Vilavancode*): Sir, a question?

MR. S. SANKARANARAYANAN TAMPI: Sir, I do not yield. After 2 months, he still sighs, this time, not because of the pity felt about corruption but because of the proportion in which the bounty has to be divided. One feels that he has not got his proportionate share. In other words, the ratable distribution has not been carried out in an equitable manner. That will be the basis upon which he will be viewing the question.

Sir, this is a department which gives rise to all litigation in the State. This is a department which gives sanctity to documents that are being registered. Sir, there is a sanctity attached to documents that are registered.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: I question .....

MR. S. SANKARANARAYANAN TAMPI: A registered document is proof without formal proof being adduced in a court of law. It is a proposition accepted in law. Sir, instances were not wanting where dying persons execute will in the registry offices. It will be found that persons who are absent will agree with the document while persons who are actually present may not have anything to do with the existence of the document. That more or less is the position. Again, Sir, the documents may deal with creation of rights, extension of rights, transfer of rights and a lot of other rights. When documents are taken before a court of law we may set them aside on the ground of their not being genuine. Ordinarily, a judicial officer is inclined to believe a Sub-Registrar who is examined before him. He will be writing in the judgment, "Yes, I have examined the Sub-Registrar. He is a man of 20 years' standing. From the deposition given before me in unmistakable terms, I am inclined to believe the Sub-Registrar. Sir, I find that the document is genuine". If any judicial officer is inclined to believe a man of 20 years' standing, what I say is, it is all the more reason, why he should not be believed. Such being the case, I would suggest one way to Government. If at all any man is sent out as clerk of the Sub-Registrar' office or as Sub-Registrar, for God's sake, send him to that department after his 54th year, so that the time before him to amass wealth will be limited.

PRESIDENT: Does the honourable member suggest that this phenomenon of corruption is in the Registration department?

MR. S. SANKARANARAYANAN TAMPI: Yes, Sir. But I make no exception to the other departments. But the Registration department tops the list.

PRESIDENT: In other words, does the honourable member say that every officer of every department in Travancore is corrupt or is that phenomenon peculiar to Travancore officers? Or all over the world?

MR. S. SANKARANARAYANAN TAMPI: There is corruption in almost all the departments.

PRESIDENT: All that I want to know is whether in the honourable member's opinion, this pervasive corruption is limited to Travancore or is it a general occurrence? The point is this. I dare say that the work done by the Registration department in the State is somewhat analogous to the work done in all other States and Provinces of British India. Does the honourable member suggest that there is some thing peculiar to Travancore which makes every Sub-Registrar corrupt, or that there is something in the registration itself which makes it up to be of such character?

MR. S. SANKARANARAYANAN TAMPI: Sir, I have no knowledge of that elsewhere. The reason for my saying that this department is corrupt is my own personal knowledge. This is a department which is particularly corrupt. I asked one Sub-Registrar why he was so very corrupt. This was his reply. "I entered service as Sub-Registrar and now continue to be a Sub-Registrar, I am now in my 54th year. You can, more or less, rest assured that I will retire as Sub-Registrar. Say, why should I not be corrupt?"

PRESIDENT: In that case, he seems to be 54. But is it not the case that applying that rule to all officers of 54 years of age, the same inducements or the same motives should operate?

MR. S. SANKARANARAYANAN TAMPI: I do not quite see. To continue his reply. "I honestly hoped that I could become the District Registrar. Till now, I continue to be a Sub-Registrar. All my superior officers are recruited from other departments of service when they are found to be inefficient in those departments".

MR. CHAZHIKATTU JOSEPH: A question, Sir.

MR. S. SANKARANARAYANAN TAMPI: Sir, claim privilege.

PRESIDENT: But there is no privilege in this matter. As a matter of fact, I have ruled here that if an officer of Government has made such a statement, the name of that officer should be indicated to Government, because, that officer should not continue in service for a minute longer. But the honourable member might of course make up his mind not to divulge. But if any such officer had mentioned such an argument to an honourable member, and that member has brought that fact to the notice of Government, I give him a solemn undertaking that the officer involved will be dismissed on the spot. I want to make an appeal to the honourable members of this House. I do not think there is any department in which I have sanctioned more dismissals and suspensions than in this department during the last 2 or 3 years. When his turn comes, the head of the department who has been showing no favour or no mercy to anybody will bear it out.

But, if notwithstanding all these efforts, in this or any other department, such pervasive corruption exists, very strong measures are needed, and such strong measures are being taken in various departments. For instance, see what happened recently in the matter of sugar distribution or kerosene or food distribution. We got representations from responsible quarters that corruption was taking place. Immediately the officers involved were suspended and enquiries started. So, if there is any question of corruption in any department and if honourable members of this House or the other House taking full responsibility on their shoulders, will put forward a complaint, immediate action will be taken. But merely to say that an officer said so and build an argument on that-that will leave the Government helpless. Because, what are they to do; they cannot take action. Assume for a moment, corruption exists in one department. Suppose the matter is pressed and a vote taken on the issue. The aspect involved is a reflection on the integrity of most of the officers of that department. Suppose that vote is taken and accepted. What is the Government expected to do? Is it expected to have a general scheme of suspension or dismissal of all the members of the department or, of proceeding against the specific members in respect of whom charges are levelled. In the latter case, more members will be necessary and if any honourable member or any body for that matter will put in a complaint, either to the head of the department or say even to the head of the Government—in such instances, the honourable member may be sure that the representations will have due weight.

MR. S. SANKARANARAYANAN TAMPI: Sir, I thank you, for the assurance. But still, that does not solve the problem. One Sub-Registrar being dismissed will not have the effect needed.

MR. A. K. BHASKAR: Then, does the honourable member want that all the Sub-Registrars should be dismissed?

MR. S. SANKARANARAYANAN TAMPI: Many of the officers in Government service should be dismissed, or, their services should be dispensed with.

MR. A. K. BHASKAR: Then, whom do you expect to be appointed in those places?

MR. S. SANKARANARAYANAN TAMPI: Sir, my point is this. I subscribe to the view expressed by my honourable friend Mr. Udayabhanu. That is, in the case of a document, before it is taken to the Sub Registrar for purposes of registration, it should be examined by an expert lawyer who knows the complications in conveyancing law. He must testify to the veracity of that document. The necessary attestation must be made by him and then only the formal ceremony of registration effected by the Sub Registrar. I may also suggest that only efficient and honest hands must be recruited to the department.

Sir, I am told that there is a test called the Registration Test, which everybody should pass in the department, when alone one becomes eligible to be appointed as a Sub-Registrar. Even Graduates-in-Law who enter the service as clerks in that department, are seldom promoted as Sub Registrars without passing that test. That is a wholesome provision indeed. Now I ask Government whether this principle is being observed by Government at the time of appointment of District Registrars and other superior officers in that department. If the clerk who is a Law graduate is to pass the Registration Test to entitle him to be appointed or promoted as Sub-Registrar is it not more essential for the superior officers to pass that test as well? I am told that this principle is not being adhered to in the case of appointments to the superior grades of office in that department. If it is so, that needs looking into. I would once again urge on Government to bestow more attention on this department, the reason being that this department is largely responsible for litigation in this State.

MR. CHAZHIKKATTU JOSEPH: സർ, ഗവർമ്മെൻറുദ്യോഗസ്ഥന്മാർ കൈക്കൂലി വാങ്ങുന്നതിനെപ്പററി എൻെറ മാന്യസ്നേഹിതൻ പറയുന്നതുകേട്ടിട്ട് എന്തെങ്കിലും മറുപടിയായി രണ്ടു വാക്കു പറയാതിരിക്കുന്നതു ശരിയല്ലെന്നു വിചാരിച്ചു എഴുന്നേററതാണ്. ഗവർമ്മെൻറുദ്യോഗസ്ഥന്മാർ നമ്മുടെയിടയിൽനിന്നും തിരഞ്ഞെടുക്കപ്പെട്ടവരാണ്. അവരും നമ്മുടെ കൂട്ടത്തിലുള്ളവരാണ്. ഒരു ഉത്തരവു കിട്ടുമ്പോൾ അവർ നമ്മുടെ ബഞ്ചിൽനിന്നും മാറി ഒഫീഷ്യൽ ബഞ്ചിലേയ്ക്കു ഇരിയ്ക്കുന്നവരെന്നേയുള്ളു. അതിനാൽ ഗവർമ്മെൻറുദ്യോഗസ്ഥന്മാരെല്ലാം കൈക്കൂലിയ്ക്കാ

[Mr. Chazhikkatu Joseph.]

രാണെന്നു പൊതുവെ ഒരഭിപ്രായം പറയുന്നതു നമുക്കുതന്നെ ആക്ഷേപമാണെന്നാണു് എന്റെ അഭിപ്രായം. നമ്മുടെ ആ സഹോദരന്മാർ ഗവമ്മെന്റുത്തരവു വാങ്ങി ഉദ്യോഗസ്ഥന്മാരാകുമ്പോൾ, കൈക്കൂലിക്കാരാണെന്നു പറയുന്നുവെങ്കിൽ നാം ഓരോരുത്തരും അപ്രകാരം ഉത്തരവു കിട്ടിയാൽ കൈക്കൂലിക്കാരായിത്തീരും എന്നുപറയുന്നതിനു സമമാണു്. ഗവമ്മെന്റുദ്യോഗസ്ഥന്മാരിൽ അഴിമതി ഉണ്ടായിരിക്കാമെങ്കിലും എന്റെ കഴിഞ്ഞ പതിമൂന്നുപതിനാലുകൊല്ലത്തെ പരിചയംകൊണ്ടു നോക്കിയാൽ എട്ടോ പത്തോ കൊല്ലക്കാലങ്ങൾക്കു മുമ്പു കൈക്കൂലി വാങ്ങുന്നതിനുണ്ടായിരുന്ന ഒരു പരസ്യമായ താല്പര്യം ഇക്കാലത്തെ ഉദ്യോഗസ്ഥന്മാരിൽ കാണുന്നില്ലെന്നാണു് എന്റെ അഭിപ്രായം. മുമ്പു കൈക്കൂലി വാങ്ങിച്ചിരുന്നതിൽനിന്നു വളരെ രഹസ്യമായിട്ടും ഒളിച്ചുമാണു് ഇപ്പോൾ കൈക്കൂലി വാങ്ങിവരുന്നതു്. അതായതു കൈക്കൂലി വാങ്ങുന്നതിനുള്ള പരസ്യമായ പരിശ്രമം കുറെയെല്ലാം കുറഞ്ഞിട്ടുണ്ടെന്നു മാത്രമല്ല ഇപ്പോൾ ഭയപ്പെട്ടുംകൊണ്ടാണു് കൈക്കൂലി വാങ്ങുന്നതു്. ഇപ്പോഴും കൈക്കൂലി നടപ്പുണ്ടെങ്കിലും അതിനു ഇപ്പോൾ ഒരു മറയുണ്ടെന്നാണു് എന്റെ അഭിപ്രായം.

ഇപ്പോഴത്തെ രജിസ്ട്രേഷൻ ഡയറക്ടരെ സംബന്ധിച്ചാണെങ്കിൽ ഞാൻ അദ്ദേഹത്തെ അറിയുകയില്ല, അദ്ദേഹവുമായി സംസാരിച്ചിട്ടില്ല. എനിക്കു അദ്ദേഹത്തെപ്പററിയുള്ള കേഴ്‌വി അദ്ദേഹം കൈക്കൂലി വാങ്ങാത്ത ഒരാളാണെന്നും വളരെ ബുദ്ധിമുട്ടിയും പരിശ്രമിച്ചും രാത്രി ൰ മണിക്കും മററും രജിസ്റ്റർ കച്ചേരികളിൽ ചെന്നുകയറി പരിശോധിച്ചു കുററക്കാരെ കണ്ടുപിടിച്ചു വേണ്ട നടപടിനടത്തി കുററക്കാരെ ശിക്ഷിച്ചുവരുന്നതായും പത്രങ്ങളിൽ കണ്ടിട്ടുണ്ടു്. കൈക്കൂലി കുറക്കുന്നതിനു വേണ്ടി വളരെ ശ്രമിക്കുന്ന ഒരാളായിട്ടാണു് അദ്ദേഹത്തെപ്പററി എന്റെ കേഴ്‌വി. ഇങ്ങനെയുള്ള ഒരാളെ വച്ചുകൊണ്ടു് ആ ഡിപ്പാർട്ടുമെന്റു മുഴുവൻ കൈക്കൂലിക്കാരാണെന്നു പറയുന്നതു് ഒരിക്കലും ശരിയല്ലെന്നാണു് എന്റെ അഭിപ്രായം. ഡിപ്പാർട്ടുമെന്റു മുഴുവൻ കൈക്കൂലിക്കാരാണെന്നു പറഞ്ഞാൽ ഡയറക്ടരും കൈക്കൂലിക്കാരനാണെന്നാണു അതിന്റെ അർത്ഥം.

MR. S. SANKARANARAYANAN TAMPI: on a point of explanation, Sir. I had not the least idea when I spoke on the motion to impute corruption on the part of the head of the department. I still believe that he is one of the few officers of the State who is respected for his efficiency and honesty.

MR. CHAZHIKKATTU JOSEPH : വളരെ നന്നായി. അനേകം പേരുടെ തെററിദ്ധാരണ മാററുന്നതിന് ഇപ്പോൾ ഇടയായിട്ടുണ്ടു. ഉദ്യോഗസ്ഥന്മാരുടെ ഇടയിൽ കറപ്ഷൻ ഉണ്ടെന്നു ഞാനും സമ്മതിക്കുന്നു. എന്നാൽ ഈ കൈക്കൂലി ഒരാൾ കൊണ്ടുകൊടുത്തിട്ടാണ് അവിടെ ഇരിക്കുന്നവർ വാങ്ങുന്നതു്. കൈക്കൂലി ഉദ്യോഗസ്ഥന്മാർ വാങ്ങുന്നതു കൈക്കൂലി കൊടുക്കാൻ തയ്യാറുള്ള ഒരു ജനസഞ്ചയം പുറമേ ഉള്ളതുകൊണ്ടാണ്. കൈക്കൂലിക്കാരായ ഉദ്യോഗസ്ഥന്മാരെ അതിൽനിന്നും വിമുക്തരാക്കുന്നതിനു നമുക്കു ശ്രമിച്ചാൽ സാധിക്കുന്നതാണ്.

MR. P. M. VARGHESE : (*Minachil cum Thodupuzha*) ജനസഞ്ചയത്തിന്റെ അനുവാദത്തോടുകൂടി കൈക്കൂലി വാങ്ങുന്നതെന്നാണോ മെമ്പർ പറയുന്നതു്?

MR. CHAZHIKKATTU JOSEPH : ജനങ്ങളും കൊടുത്തിട്ടാണ് ഏറിയകൂറും കൈക്കൂലി വാങ്ങുന്നതു്.

കൊടുക്കാനാളില്ലെങ്കിൽ അവർ എങ്ങനെ വാങ്ങിക്കും. എന്റെ സ്നേഹിതൻ ഇവിടെ പറഞ്ഞതുപോലെ ഭയങ്കരമായ കൈക്കൂലി ഇവിടെ നടക്കുന്നില്ല. എന്നാൽ കൈക്കൂലി ഏറക്കുറെയുണ്ടെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു.

MR. KADAKKAVOOR P. MADHAVAN (*Chirayinkil cum Nedumangad*): Sir, owing to the persistent perseverance in error, the honourable member, Mr. Sankaranarayanan Tampi made a sweeping remark that the whole of the Registration Department is guilty of corruption. In vindicating the honesty of at least some in the Department I would make this statement that there are—I know personally—many officers in the Department who are above corruption.

My honourable friend will remember that there is a difference between tipping and bribing (Interruption). I am not going to yield, Sir. Bribery is an offence according to the Penal Code but tipping is not (Laughter). I wish to draw a distinction between the two. Let me illustrate. Suppose we go to the Railway station and want to weigh our goods before we board the train. We may give something to the porter there. We may give him, say, two annas to him to weigh it early so that we may not miss the train. Now, that is not bribery; that is only tipping. I shall make the position clearer by another illustration. As my honourable friend Mr. Sankaranarayanan Tampi is an advocate, I think he will know the many little things that happen in our courts. Supposing we want to move for a bail petition before the Sessions Judge. What do we do? (Laughter). We take it to the clerk. According to the usual routine, that petition would be taken to

[Mr. Kadakkavoor P. Madhavan.]

the Sessions Judge only the next morning, and the unfortunate client would have to be in the lock-up for the day. But if you want to see that the petition is presented to the Judge, the very day, you resort to what is called tipping. You give something to the clerk. I know this is actually happening.

PRESIDENT: I notice that.

MR. KADAKKAVOOR P. MADHAVAN: So.........

PRESIDENT: But supposing it happens that there are two or three people who want to catch the same train and are all willing to tip. Then what happens?

MR. KADAKKAVOOR P. MADHAVAN: Then one of us will pay two annas and get consideration over the rest of the three.

PRESIDENT: Suppose the second man pays eight annas?

MR. KADAKKAVOOR P. MADHAVAN: That too will be tipping.

What I think is, in bribery, there must be the criminal intention of knocking away something for doing an unjust thing. Therefore I expect that the difference between tipping and bribery would be taken notice of.

As my friend, Mr. Chazhikkattu Joseph made clear, when the rush in the Sub-Registrars' Offices is so much, it may be that some persons would try to finish their documents the same evening and for this purpose would resort to tipping some subordinate in the office. That cannot justify a man when he says that the whole department is corrupt. Moreover, my friend will remember that due to the very good and systematic act on the part of the Head of the department, very many persons, who were really corrupt, were sacked or otherwise sent out of the Department. To say that the whole department should be annihilated and the whole staff sent out, would mean that it would be impossible to run that department. Therefore in not supporting the motion of my friend, Mr. Udayabhanu, I may also suggest that all the documents that are produced may be given to the Sub-Registrars, modifying the present rule, so that documents may be taken for a registration even after the time allotted. The convenience to stay in the office for a further number of hours than are now allotted, may also be made. My submission is that, to say that the whole department, nay, that all the Government officers are corrupt, would be doing an injustice to all of us here.

MR. CHAZHIKKATTU JOSEPH: സർ, ടിപ്പിംഗിന്റെയും, ബ്രൈബറിയുടെയും നിർവചനം ഒന്നു പറഞ്ഞുതരാമോ?

MR. KADAKKAVOOR P. MADHAVAN: ഏതെങ്കിലും ഒരു സംഗതി എളുപ്പത്തിൽ സാധിക്കാൻവേണ്ടി ഒരുദ്യോഗസ്ഥന് ഏററവും നിസ്സാരമായ രണ്ടോ, മൂന്നോ അണ കൊടുക്കുന്നതു് ഒരു ടിപ്പിംഗ് എന്നു മാത്രമേ

ഞാൻ വിചാരിക്കുന്നുള്ളു. അനാവശ്യമായും അക്രമമായും ഉള്ള ഒരു സംഗതി സാധിക്കാൻവേണ്ടി പണം കൊടുക്കുന്നതിനെയാണു ഞാൻ ബ്രൈബറി എന്നു വിചാരിക്കുന്നതു്.

MR. CHAZHIKKATTU JOSEPH: നാലണയായാൽ അതു ടിപ്പിംഗാകയില്ലേ?

MR. KADAKKAVOOR P. MADHAVAN : ആകുകയില്ല.

MR. C. S. LAKSHMANA AIYAR (*Trivandrum City*): Sir, the statement made by my honourable friend, Mr. Sankaranarayanan Tampi, I should characterise as rather sweeping. From what he has stated, it appears that some friend of his or some Sub-Registrar whom he knew made a communication to him, but it does not transpire, from what he has stated that he toured round the State and watched what is taking place in the different Sub-Registrars' Offices so as to enable him to say that practically all the subordinates of the Department are corrupt. And in tune with that, he has also stated that not only one department but all the departments in the State are corrupt. Such a sweeping statement, I should think, is a very irresponsible one to make in this House.

My honourable friend, Mr. Udayabhanu, in support of his motion, stated that it would be desirable that a late fee is levied in respect of documents that are brought late, and which may necessitate the attendance in office of the Sub-Registrar and members of the staff till a late hour in the night or perhaps till the early hours of the night, and that the late fee so collected, utilized partly for payment to the officers from whom such extra work is extracted. According to him then, this small payment is legitimately made and would be considered by the officers concerned as remuneration for the extra work done by them. But the attitude so far as these officers are concerned, towards such extra payments would be quite different from what has been suggested by his friend, Mr. Sankaranarayanan Tampi. My submission is that after all, it is not possible that all the officers of all departments should be free from corruption. Corruption, to some extent, may exist and so far as we are able to do, the only way in which this vice can be competently dealt with is to punish the officers who are proved to be corrupt without any mercy. That will act as a deterrent and as conceded by my honourable friend, we know that the head of the department is straining every nerve to find out such corrupt officers and bring them to book, and in fact, to do every thing that can possibly be done to maintain the highest level of efficiency and honesty in the department. Therefore, I think that, under the circumstances the statement made by my honourable friend that practically every subordinate of the Registration Department is corrupt is certainly uncalled for.

So far as other departments are concerned, I very much doubt whether the heads of these departments have a chance to reply to the statement.

PRESIDENT: Nor is it in order to refer to them under the Registration cut.

MR. C. S. LAKSHMANA AIYAR: Therefore my submission is that the allegation is a serious one.........

MR. K. A. MATHEW: Would the honourable member for Trivandrum state what materials he has to say that the officers in Trivandrum are not guilty of corruption?

MR. C. S. LAKSHMANA AIYAR: I did not make any statement like that. I said one ought to feel a sense of responsibility before making a statement that all the officers in all the departments in the State are corrupt. All that I said was that so far as we have found from our experience of the officers that we know, they are generally honest. Therefore, until the existence of corruption is proved, we take it for granted that they are honest. Before making a statement that an officer is dishonest, it is for the party making the statement to see that he has sufficient evidence to support his case. With these words I oppose the statement made by Mr. Sankaranarayanan Tampi and suggest that the matter be put to vote.

MR. P. O. THOMAS: Sir, from the fact that there were more dismissals and punishments in this department in the last two years, it must be inferred reasonably that this department is more corrupt than other departments. In supporting the motion of my honourable friend the mover, I take objection to the suggestion of my honourable friend, Mr. Udayabhanu that overtime allowance may be given to Sub-Registrars for additional work. That will lead only to further corruption. In this connection I may bring to the notice of the House a request made by the Travancore Bar Council to the effect that conveyancing may be entirely left to the supervision of the lawyers of the State. Ordinarily the corruption of this Department is mainly due to the vagueness of the language and the uncertainty of the terms which often give inducement to the Registrars to refuse document. If conveyancing is left to the lawyers of the State as prayed for by the Travancore Bar Council, all the documents may, more or less, be fool-proof and the Sub Registrar will not have the boldness to refuse a document when it is brought before him for registration under the guidance of a competent lawyer who had something to do with the settling of the terms contained in the document. So I would pray to the honourable members of the House to consider the request made by the Travancore Bar Council to entrust the entire conveyancing to the lawyers of the State which may also partly solve unemployment among the lawyers.

PRESIDENT: Is it the honourable member's intention that no document should be accepted for registration unless a lawyer has drafted it?

MR. P. O. THOMAS: Has settled and certified to the document.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : സർ, ബഹുമാനപ്പെട്ട മെമ്പർ മിസ്റ്റർ ഉദയഭാനു അദ്ദേഹത്തിന്റെ ഖണ്ഡനോപക്ഷേപം ഈ സഭയിൽ അവതരിപ്പിച്ച അവസരങ്ങളിൽ അതിനെ എതിർത്തു് സംസാരിക്കണമെന്നു ഞാൻ അശേഷം വിചാരിച്ചിരുന്നില്ല. സർ, എന്നാൽ ഈ സഭ അഭികാമ്യമായ നിലയിൽ സംരക്ഷിച്ചു വന്നിട്ടുള്ളതും പരിപുഷ്ടമാക്കണമെന്നു് ദിവസേന ശ്രമിച്ചുകൊണ്ടിരിക്കുന്നതുമായ അന്തസ്സിനേയും, അഭിമാനത്തേയും പാടെ ഹനിക്കത്തക്ക വിധത്തിൽ അന്തസ്സാരവിഹീനമായ ചില പ്രസ്താവനകൾ കേട്ടതുകൊണ്ടു് അവയെ അതർഹിക്കുന്ന വിധത്തിൽ എതിർക്കുകയാണു ചെയ്യുന്നതു്.

MR. K. K. CHELLAPPAN PILLAI : എന്താണു അന്തസ്സാരവിഹീനമായി പ്രസ്താവിച്ചതെന്നു പറയാമോ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : അതു് എന്താണെന്നു് എന്റെ പ്രസ്താവനയിൽനിന്നും ബഹുമാനപ്പെട്ട മെംബർക്കു് വ്യക്തമായില്ലെങ്കിൽ വ്യക്തമാക്കാൻ ശ്രമിക്കാം.

MR. CHAZHIKKATTU JOSEPH : ഒരു മെമ്പറുടെ പ്രസ്താവനയെപ്പറ്റി അന്തസ്സാരവിഹീനം എന്നു പറയുന്നതു് അൺപാർലമെന്ററി എന്നാണു ഞാൻ വിചാരിക്കുന്നതു്.

PRESIDENT : It is not unparliamentary; it may be discourteous.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : ഉത്തമവും അഭിവന്ദ്യവും ആയ ഉൽകൃഷ്ടഗുണങ്ങൾ എവിടെ കാണുന്നുവോ അതിനെ ആദരിക്കുകയും ബഹുമാനിക്കുകയും ചെയ്യേണ്ടതു് എല്ലാ മെമ്പറന്മാരുടേയും കടമയാണു്. രജിസ്ട്രേഷൻ ഡിപ്പാർട്ടുമെന്റിനെ മൊത്തത്തിൽ അതു തികച്ചും ഒരു കറപ്റ്റ് ഡിപ്പാർട്ടുമെന്റാണെന്നു് ഇവിടെ തുറന്നു പ്രസ്താവിച്ചതിനെപ്പറ്റിയാണു് അന്തസ്സാരവിഹീനമായ ഒരു പ്രസ്താവനയെന്നു് ഞാൻ പറയാൻ കാരണമായതു്. മി. മാധവക്കുറുപ്പു് ഈ ഡിപ്പാർട്ടുമെന്റിന്റെ മേധാവിയായശേഷം അല്പസമയമായി ഈ ഡിപ്പാർട്ടുമെന്റിൽ മററു ഡിപ്പാർട്ടുമെന്റുകളെപ്പോലെ ഉണ്ടായിരുന്ന കറപ്ഷൻ ഇല്ലാതെയാക്കിത്തീർക്കുന്നതിനു് അനുയോജ്യമായ അശ്രാന്തപരിശ്രമം ചെയ്തിട്ടുണ്ടെന്നു ധൈര്യസമേതം എനിക്കു പ്രസ്താവിക്കാൻ കഴിയും. എന്റെ ബഹുമാനപ്പെട്ട സ്നേഹിതൻ പറഞ്ഞതിൽനിന്നും ഉദ്ദേശിക്കുന്നതു് ഈ ഡിപ്പാർട്ടുമെന്റിലുള്ള ഉദ്യോഗസ്ഥന്മാർ മുഴുവൻ കൈക്കൂലിക്കാരാണെന്നാണു്, അതായതു ഡയറക്റ്റർ മുതൽ പ്യൂൺ വരെയുള്ള സർവ്വരും കൈക്കൂലിപ്പാവകളാണെന്നാണു് കാര്യവിവരമില്ലാത്തവർ ഈ

[Mr. Puliyoor T. P. Velayudhan Pillai]

പ്രസ്താവനമൂലം തെററിദ്ധരിക്കുന്നു. മുന്നറിവു നൽകാതെയുള്ള പരിശോധനയാലും മററും ഇപ്പോഴത്തെ ഡയറക്ടർ സംശയിക്കപ്പെട്ട എത്ര സബ് രജിസ്ട്രാരന്മാരെയാണു ജാതിമതചിന്തകൂടാതെ മാർഗ്ഗദർശകമായ ശിക്ഷയ്ക്കു വിധേയരാക്കിയിട്ടുള്ളതെന്നുള്ള പരമാർത്ഥമെങ്കിലും മി. തമ്പി വിസ്മരിച്ചുകളഞ്ഞതു് കഷ്ടാൽ കഷ്ടതരമാണു്.

MR. S. SANKARANARAYANAN TAMPI: സബ് രജിസ്ട്രാരന്മാർ മുഴുവൻ കൈക്കൂലിക്കാരാണെന്നു് ഞാൻ പറഞ്ഞില്ല. സബ് രജിസ്ട്രാരാഫീസുകാർ കൈക്കൂലിക്കാരാണെന്നാണു് പറഞ്ഞതു്.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: സർ, നിർജ്ജീവമായ വസ്തുക്കളാണു് ആഫീസുകൾ. സബ് രജിസ്ട്രാരാഫീസുകാർ എന്നുള്ള പദപ്രയോഗംകൊണ്ടു ഞാൻ അർത്ഥമാക്കുന്നതു്. സബ് രജിസ്ട്രാർ തുടങ്ങി ആ ആഫീസിലുള്ള സകല ജീവനക്കാരെയും ആണു്. രജിസ്ട്രേഷൻ ഡയറക്ടറെപ്പററി ഇവിടെ പ്രസ്താവിച്ച അവസരത്തിൽ അദ്ദേഹം കൈക്കൂലിക്കാരനാണെന്നു ഞാൻ പറഞ്ഞില്ലെന്നും സബ് രജിസ്ട്രാരന്മാരെപ്പററി ചോദിച്ചപ്പോഴും അവർ മുഴുവൻ കൈക്കൂലിക്കാരാണെന്നു് ഞാൻ പറഞ്ഞില്ലെന്നും ആണു് ബഹുമാനപ്പെട്ട മെമ്പർ പറയുന്നതു്. പിന്നെ എന്തൊരു ഉത്തരവാദിത്വത്തോടുകൂടിയാണു് രജിസ്ട്രേഷൻ ഡിപ്പാർട്ടുമെൻറിനെ പൊതുവേ അപഹസിക്കത്തക്ക ഒരു പ്രസ്താവന ഈ ബഹുമാനപ്പെട്ട സഭയിൽ നിർല്ലജ്ജം ചെയ്തതെന്നാണു് ഞാൻ ചോദിക്കുന്നതു്.

MR. P. M. VARGHESE: ആഫീസ് നിർജ്ജീവം ആണെന്നു പറഞ്ഞതിൻറ അർത്ഥം എന്താണു്. അതോ ഗവൺമെൻറു നിർജ്ജീവമാണോ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: സർ, ചെങ്ങന്നൂരിൽ മി. കേശവപിള്ള മി. സാമുവൽ ഇങ്ങനെ രണ്ടു സബ് രജിസ്ട്രാർമാർ ഉണ്ടു്. തിരുവല്ലായിൽ സുന്ദരംഅയ്യർ എന്നൊരു സബ് രജിസ്ട്രാരുണ്ടു്. ആറൻമുളയിൽ മി. പി. ജ. ചെറിയാൻ എന്ന ഒരു സബ് രജിസ്ട്രാരുണ്ടു്. ഓരോ കാരണവശാൽ ഇവരുമായി ഔദ്യോഗികനിലയിൽ നേരിട്ടിടപെടുമാറുന്നതിനു എനിക്കു സന്ദർഭങ്ങളും ഉണ്ടായിട്ടുണ്ടു്. എൻെറ ദിവസേനയുള്ള അനുഭവത്തിൽ ഇവരെല്ലാം വളരെ കൃത്യനിഷ്ഠയോടും സത്യസന്ധതയോടുംകൂടി ഔദ്യോഗികമായ പ്രവൃത്തികൾ നിർവഹിച്ചു വരുന്നു എന്നു് എനിക്കു് സധൈര്യം എവിടെയും പ്രസ്താവിക്കാൻ കഴിയും. ഇതുപോലെ യോഗ്യന്മാരായ പല ഉദ്യോഗസ്ഥന്മാർ രജിസ്ട്രേഷൻ ഡിപ്പാർട്ടുമെൻറി

ഷുണ്ടു്. സർ, ഇങ്ങനെയുള്ള പ്രസ്താവനകൾ ഇവിടെ അനുവദിക്കുന്നതു് തീരെ ആശാസ്യമായ നയമല്ലെന്നാണു് എനിക്കു ഈ സഭയെ അറിയിക്കാനുള്ളതു്. ഈ വിധത്തിലുള്ള അനഭിലഷണീയമായ പ്രസ്താവനകൾ മൂലം ഡിപ്പാർട്ടുമെൻറിനെയും ഗവമെൻറിനെയും സംബന്ധിച്ച അനർഥമായ തെററിദ്ധാരണകൾക്കു ഇട നൾകുന്നതിനു പുറമെ സത്യസന്ധന്മാരായ ഉദ്യോഗസ്ഥന്മാൎക്കു സ്വാഭാവികമായുണ്ടാകാവുന്ന നിരാശ നിമിത്തം പൊതുകാൎയ്യക്ഷമതയ്ക്കുകൂടി സാരതരമായ ഹാനി സംഭവിക്കുന്നതിനു പോലും ഇത്തരം നിരുത്തരവാദപരമായ പ്രസ്താവനകൾ കാരണമാക്കി തീൎത്തേക്കാമെന്നു കൂടി എനിക്കു ഭയമുണ്ടു്. അതിനാൽ എല്ലാവരും ഈ പ്രസ്താവനയിൽ ഐകകണ്ഠ്യേനയുള്ള എതിർപ്പിനെ പ്രത്യക്ഷപ്പെടുത്തിയില്ലെങ്കിൽ ആയതു ഈ സഭയുടെ അന്തസ്സിനും അഭിമാനത്തിനും ഭാവിയിൽ സാരമായ ദോഷം ചെയ്യുമെന്നാണു് ഞാൻ വിചാരിക്കുന്നതു്.

ഒരു സംഗതികൂടി ഇവിടെ പ്രസ്താവിച്ചുകൊള്ളട്ടെ. ഇത്രയും ഞാൻ പ്രസ്താവിച്ചതുകൊണ്ടു് രജിസ്ട്രേഷൻ ഡിപ്പാർട്ടുമെൻറിൽ യാതൊരു കറപ്ഷനും ഇല്ലെന്നോ അപ്രകാരമുള്ള യാതൊരു സംശയത്തിനും അവകാശമില്ലെന്നോ പറയാൻ ഞാൻ തയ്യാറില്ല. മനുഷ്യസാധാരണമായി, മി. ചാഴിക്കാട്ടു ജോസഫ് പറഞ്ഞതുപോലെ അവരിൽ ചിലൎക്കു ചില സ്വഭാവവൈകല്യങ്ങൾ ഉണ്ടായിഎന്നുവരാം. അവരെയും പബ്ലിക്കിൻെറ ഇടയിൽനിന്നും ഉദ്യോഗസ്ഥലോകത്തേക്കു് എടുത്തിട്ടുള്ളവരാണു്. മൊത്തമായി ജനസാമാന്യം മാതൃകാപരമായി ജീവിക്കുന്നതിനു ശ്രമിക്കുന്നതോടുകൂടി മാത്രമേ ഉദ്യോഗസ്ഥന്മാരും സാന്മാർഗ്ഗികമായ ബോധത്തോടുകൂടി ജീവിക്കുവാൻ സാധിക്കുകയുള്ളൂ. അല്പസ്വല്പമായ സ്വഭാവദൂഷ്യങ്ങളോ മററോ അവരിലും കണ്ടു എന്നു വരാം. എന്നു വിചാരിച്ചു മൊത്തമായി ഒരു ഡിപ്പാർട്ടുമെൻറിനെ അവഹേളിക്കുന്നതു് ആശാസ്യമായ നയമല്ല എന്നുള്ള എൻെറ സ്ഥിരമായ അഭിപ്രായത്തോടുകൂടി മിസ്റ്റർ ശങ്കരനാരായണൻതമ്പി പ്രസ്താവിച്ച എല്ലാ പ്രസ്താവനകളേയും ഞാൻ ബലമായി എതിൎക്കുന്നു.

MR. K. R. NARAYANAN: മി. ഉദയഭാനു ഇവിടെ അവതരിപ്പിച്ചിരിക്കുന്ന ഉപക്ഷേപവും അതു പിൻതാങ്ങിക്കൊണ്ടുള്ള മി. ശങ്കരനാരായണൻതമ്പിയുടെ പ്രസംഗവും, ഞാൻ വളരെ ശ്രദ്ധിച്ചിരുന്നു. മി. ഉദയഭാനു മൎയ്യാദയുള്ള പദങ്ങൾ മയമുള്ള വാചകങ്ങളിൽ പ്രയോഗിച്ചു സഭയുടെ ശ്രദ്ധയെ ആകർഷിച്ചപ്പോൾ—അതു ഡിപ്പാർട്ടുമെൻറിലെ ചില കൈക്കൂലിക്കാരെ മാത്രം ബാധിക്കുന്ന ഒരുപക്ഷേപമായി നിന്നപ്പോൾ അതനുകൂലിക്കുവാൻ തോന്നി, മി. തമ്പി അമൂലാഗ്രം കുററം സ്ഥാപിച്ചു

[Mr. K. R. Narayanan.]

കൊണ്ടു ചെയ്ത കൊടുങ്കാററുപ്രസംഗം ഉപക്ഷേപത്തിന്റെ ഗതിമാററി ഒരു പ്രത്യേകോദ്ദേശത്തിന്റെ കാര്യസാദ്ധ്യത്തിനാണു ഈ ഉപക്ഷേപത്തെ വരുത്തിയിരിക്കുന്നതു. മി. തമ്പിയുടെ വിമർശനംപോലെ അടിയാമുടി നിരൂപണം ചെയ്യുന്നതു—നന്മയൊന്നും കാണാതെ, കുററക്കാരെ ശിക്ഷിക്കുവാൻ നടത്തുന്ന ശ്രമങ്ങളെ അറിയാതെ ഇങ്ങനെ വിമർശനം ചെയ്യുന്നതു്—അന്തസ്സാരവിഹീനംതന്നെയാണു്. മി. ടി. പി. വേലായുധൻ പിള്ള പ്രയോഗിച്ച ആ പദത്തെക്കാൾ മാർദ്ദവവും, മര്യാദയുമുള്ള ഒരു പദം, ഈ പ്രസംഗത്തെക്കുറിച്ചു പറയുവാനില്ല. അഴിമതിക്കാരേയും, കൈക്കൂലിക്കാരേയും കുററപ്പെടുത്തുവാനുള്ള ആവേശത്തിൽ, ഡിപ്പാർട്ടുമെൻറുപദേശകനെ ഒരു പാവപോലെ ചിത്രീകരിക്കുവാനും മി. തമ്പി മടിച്ചില്ല.

MR. K. K. CHELLAPPAN PILLAI: I rise to a point of order. After the President has ruled that a word just now pronounced is discourteous is a member entitled to use that word again?

PRESIDENT: I said it was 'discourteous' but not 'unparliamentary'. Honourable members are requested not to use discourteous expressions, but if they feel that they cannot but use such expressions, the Chair cannot intervene. If honourable members use unparliamentary words then the Chair can intervene.

MR. K. R. NARAYANAN: ഉപദേശകൻ എന്നു പറഞ്ഞാൽ നായകൻ എന്നു അർത്ഥം മനസ്സിലാക്കിയതു് ഒരു രസകരമായ മനസ്സിലാക്കലാണു്.

PRESIDENT: This kind of discussions has taken place elsewhere. As there are many new honourable members in this House I wish to make the position clear. Honourable members are aware of the expression "a lie" or "an untruth". It is not generally used on the floor of the House except on very extraordinary occasions. It has been ruled that it is not right for an honourable member to say that another honourable member was telling a lie, a deliberate lie. It is not in consonance with parliamentary tradition and the Chairman has to intervene. On a very memorable occasion when Mr. Gladstone was making a statement about Mr. Disraeli he said that he did not for a moment wish that Mr. Disraeli was guilty of a lie, but that he had been guilty of terminalogical inexactitude. The matter was referred to the Speaker of the House of Commons. He said that if Mr. Gladstone had said that Mr. Disraeli was a liar he (the Speaker) would have intervened, but that as he merely stated "terminalogical inexactitude," he could not intervene. It is the same case here also with regard to the word "അന്തസ്സാരവിഹീനം". So, the matter is one in which the Chair cannot intervene.

MR. K. R. NARAYANAN: രജിസ്ത്രാർകച്ചേരിയിൽ Over time വേല ചെയ്യുന്ന ഉദ്യോഗസ്ഥന്മാർക്കു കൂടുതൽ ജോലിയിൽ നിന്നു കിട്ടുന്ന ആദായത്തിൽ ഒരംശം റെമ്യൂണറേഷനായി കൊടുക്കണമെന്നും, ഈവഴിക്കു കൈക്കൂലി തടയാമെന്നുമുള്ള മി. ഉദയഭാനുവിന്റെ അഭിപ്രായം ആലോചനാർഹമാണ്. ആലപ്പുഴ ചൌക്കയിലെ ചില ജോലിക്കാർക്കു എക്സൈസ് ഡിപ്പാർട്ടുമെന്റിൽനിന്ന് ഇങ്ങനെ കൊടുക്കാറുണ്ടെന്നുള്ള കാര്യം ഈ അവസരത്തിൽ സ്മരണീയമാകുന്നു. മി. തമ്പി ഉദ്യോഗലോകത്തെ മുഴുവനും ഒരു പച്ചയുമില്ലാത്ത വൻമരുവായിട്ടാണു കാണുന്നത്. മഹാടവികളും, മനോഹരങ്ങളായ ഉപവനങ്ങളും, അങ്ങിനെ പച്ചമേലാപ്പിട്ടു കെട്ടി പുഷ്പങ്ങളണിഞ്ഞു വിലസുന്നതു കാണുവാൻ അദ്ദേഹത്തിനു കണ്ണില്ല. അദ്ദേഹത്തിന്റെ ദൃഷ്ടിയിൽ എവിടെയും, ഊഷരവും, ഊഷ്മാവും തന്നെ. രജിസ്ത്രേഷൻഡിപ്പാർട്ടുമെന്റിൽ മി. തമ്പിക്കനുഭവമായ അഴിമതികളെ ഡിപ്പാർട്ടുമെന്റുമേലദ്ധ്യക്ഷന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവരുവാൻ അദ്ദേഹം എപ്പോഴെങ്കിലും ശ്രമിച്ചിട്ടുണ്ടോ എന്നു ചോദിക്കുന്നു. ഇല്ലെങ്കിൽ കാര്യം നടക്കണമെന്നുള്ളതല്ലാ കുറ്റം കാണണമെന്നുള്ളതാണു ഉദ്ദേശമെന്നു വ്യക്തമാകുന്നു. രജിസ്ത്രേഷൻ ഡിപ്പാർട്ടുമെന്റു കൈക്കൂലിക്കാർക്കു താവളംകൊടുത്തു താലോടുന്ന ഒരു ഡിപ്പാർട്ടുമെന്റായിരുന്നു ഈ സ്ഥിതി മാറുവാൻ ഇപ്പോഴത്തെ രജിസ്ത്രേഷൻ ഡയറക്ടർ എത്ര ഊർജ്ജിതമായും, കാര്യക്ഷമമായും ശ്രമിച്ചുവെന്നും, ശ്രമിക്കുന്നുവെന്നും പത്രവായനക്കാർക്കെല്ലാം അറിയാം. കഴിഞ്ഞ രണ്ടുകൊല്ലത്തിനുള്ളിൽ ആകസ്മികമായി കച്ചേരികൾ പരിശോധിച്ചും, കുറ്റക്കാരെ കണ്ടുപിടിച്ചു ശിക്ഷിച്ചു, തഴമ്പിച്ച പാരമ്പര്യത്തിനു ഒരു മാറ്റം വരുത്തുവാൻ അദ്ദേഹം ശ്രമിക്കുകയും കുറച്ചെല്ലാം സാധിക്കുകയും ചെയ്തിട്ടുണ്ട്. ഇതൊന്നുമറിയാതെയുള്ള ആരോപണങ്ങൾ അനാശാസ്യങ്ങളാണ്. അതു തികച്ചും അസുഖകരങ്ങളുമാണ്.

MR. S. SANKARANARAYANAN TAMPI: Is the honourable member in order in questioning the motive of another honourable member who is present in the House?

PRESIDENT: Provided that the motive is not an insinuation of misconduct. But I hope honourable members will always take care not to attribute personal motives unless they are able to substantiate those motives.

MR. S. SANKARANARAYANAN TAMPI: He was insinuating personal motives by naming another honourable member.

PRESIDENT: Order, order. Let me make this clear. The honourable member has made a statement which is very sweeping in character, a statement that the majority, if not all, the members of the Registration Department are corrupt. In other words, he has taken away the character of most of the officers of one of the important departments in the State. The question whether the honourable member was entitled to do so and what, according to another honourable member are his reasons for making such a sweeping condemnation, are matters which are within what may be called the competence of debate. If the honourable member goes further and says that Mr. Tampi or some one else has done this or that because of such and such personal motives, then, I will at once stop the discussion..

MR K. R. NARAYANAN: സർ, മി. തമ്പിയുടെ ഈ ഒരുവശം മാത്രം കാണുന്ന മനഃസ്ഥിതിയാണു കാൺഗ്രസ്സുകാരിൽ അധികംപേരിലും കാണുന്നതു്. ആലപ്പുഴയിലെ ഒരു അപ്പക്കച്ചവടക്കാരി കണ്ണു കാണാൻ പാടില്ലാത്തതുകൊണ്ടു് അപ്പം ചെറുതായി എന്നു പറഞ്ഞ കഥയാണു് ഞാൻ ഓർക്കുന്നതു്. കണ്ണു കാണുവാൻ കഴിയാത്തതുകൊണ്ടു് വലുതാവില്ലാ. ഗവണ്മെൻറിൻെറ ദോഷവശങ്ങൾ മാത്രം കണ്ടു വർണ്ണിച്ചു വർണ്ണിച്ചു മുമ്പോട്ടു പോകുന്നതും ഒരുവക രാജ്യക്ഷേമം പുലർത്തലായിരിക്കാം. കർഷകരുടേയും വേലക്കാരുടേയും രക്ഷയ്ക്കു നിലകൊള്ളുന്ന ഈ പാർട്ടികൾ അവരുടെ രക്ഷയ്ക്കു സൃഷ്ടിപരമായ ഒരു പരിപാടിയും കൊടുക്കുവാനില്ലാതെ ഈ വഴി പിഴച്ച സമ്പ്രദായത്തിലേയ്ക്കു് തിരിയുന്നതും കർഷകരക്ഷയു തൊഴിലാളിരക്ഷയും ആയി അവർ കരുതിയിരിക്കാം. "ക്ഷീരമുള്ളോരകിടിൻചുവട്ടിലും ചോരതന്നെ കൊതുകിന്നു കൗതുകം" എന്നല്ലാതെ എന്താണു പറയുവാനുള്ളതു്. ഡിപ്പാർട്ടുമെൻറു മേലദ്ധ്യക്ഷന്മാരെ കാര്യങ്ങളറിയിച്ചും അവരിൽ നിന്നറിഞ്ഞും ആവശ്യമുള്ള നിർദ്ദേശങ്ങൾ കൊടുത്തും മുന്നോട്ടു പോകുന്നതാണു് പ്രായോഗികമായിട്ടുള്ളതു്.

MR. S. SANKARANARAYANAN TAMPI: Sir, a word of explnaation. എൻെറ വാദമുഖങ്ങളെല്ലാം ഗവണ്മെൻറിൻെറ ദൂഷ്യങ്ങളെമാത്രം തെളിയിക്കുന്ന ഒന്നാണെന്നു് മി. കെ. ആർ. നാരായണൻ ധരിച്ചിട്ടുണ്ടെങ്കിൽ എൻെറ കുററമല്ല ഗുണവശങ്ങൾ എൻെറ ദൃഷ്ടിയിൽ കാണാത്തതുകൊണ്ടു ഞാൻ പറയുന്നില്ല. മേൽ എന്തെങ്കിലും ഗുണവശം കാണുകയാണെങ്കിൽത്തന്നെ അതിനെ വാഴ്ത്തി സ്തുതിക്കാതെ, ദോഷവശം വല്ലതുമുണ്ടെങ്കിൽ അതിനെ ചൂണ്ടിക്കാണിച്ചു് ഭരണത്തെ ശോഭനമാക്കുന്നതിനായിരിക്കും എൻെറ ഉദ്യമം. സ്തുതിഗീതങ്ങൾ പാടുവാനും, അതുകേട്ടു സുഖിക്കുവാനും ഉള്ള വിഭാഗങ്ങൾ ഇവിടെയുള്ളപ്പോൾ ആ ഭാരം അവർ നിർവഹിച്ചു കൊള്ളട്ടെ.

MR. T. K. NARAYANA PILLAI (*Neyyattinkara* cum *Trivandrum*): Sir, I did not originally wish to speak on this motion. Certain observations which my friend, Mr. Sankaranarayanan Tampi made, have been made the target of attack against my party. I must, at the outset, submit that those attacks are wholly unjustified. My friend Mr. C. S. Lakshmana Aiyar, who has the honour to represent this City in this Assembly, has also made an attack against my party, and it has been followed by Mr. K. R. Narayanan who does not represent any constituency. (*Hear, hear,* from opposition benches). No doubt his position as a nominated member is equal to that of any other member in this House. Nevertheless, I cannot forget the fact that he represents no constituency. Indeed, the point is this. Apart from all verbiage, similes and hyperboles which Mr. Tampi has used, his criticism, comes to this: that there is more than ordinary corruption in the Registration Department.

PRESIDENT: Order, order. Was that the expression used by him?

MR. T. K. NARAYANA PILLAI: It may not be exactly the expression used by him, but as I said before, apart from.........

PRESIDENT: Obviously this has come to be a matter of much importance in which Government take an interest. I am putting it to the honourable Leader of the Opposition. He is naturally entitled to resent any attack on his party if it is unfounded. But, at the same time, as the Leader of the Opposition, it will be his duty to point out the qualifications which are essential, before any sweeping observations are made by his followers. That is why I put it to him. Was it not the implication of Mr. Tampi's speech that practically all or nearly all the officials of the Registration Department have been and are guilty of corruption?

MR. T. K. NARAYANA PILLAI: Sir, what I submitted was that apart from all hyperboles and similes and verbiage that Mr. Tampi has used, his criticism comes to this: that there is more than ordinary or there is extraordinary corruption in the Department. My friend, Mr. Tampi has himself made it clear that what he did really mean was that there was extraordinary corruption in the Department. If, on the other hand, what he has said conveys a different meaning namely, that there is all pervading corruption in the Department, I am sorry for it, and I express my regret on behalf of my Party.

After all is said and done, it cannot be gainsaid that there has been widespread corruption in the Department and I ask: who in Travancore does not know that there has been such widespread corruption? I do not in the least mean to say that the Head of the Department has been in any way responsible for it. Circumstances beyond his control and probably beyond the control of any human agency were perhaps responsible for it.

[Mr. T. K. Narayana Pillai.]

There was a boom in the country, and there was feverish anxiety on the part of the people to get documents speedily registered. In every competitive society there is bound to be corruption unless the constituted authority checks it. But I do not mean to say that the constituted authority does not make any honest efforts to check that corruption. Nevertheless, that corruption prevails. Now, as practical men, we should not look to the past. We would look to the future, and my object now is to bring to the notice of the Government that there is still much corruption in the Department and it must be eradicated.

This corruption affects especially the peasants to a great extent A few rupees may be a small thing to those fortunate men who are in this House or who are officers of Government, but it is a big thing for ordinary peasants and workers. If a peasant is called upon to pay a few rupees by way of bribe in order to get his document registered speedily, it will certainly be a heavy drain upon his slender resources, and therefore it is necessary that the Government's attention should be drawn to this evil so that remedies may be devised and the evil adequately checked. This was the object of my party. If what Mr. Tampi has expressed has conveyed a different meaning, it should not be taken to mean that it is the intention of my Party to vilify anybody and to cast aspersions on the Department as a whole or on the Head of the Department. Our intention is not that.

MR. M. L. JANARDHANA PILLAI: May I know why it was mentioned that all the officers in the State were corrupt?

MR. T. K. NARAYANA PILLAI: My friend has corrected what he has originally stated and has explained what he did really mean.

MR. G. PARAMESWARAN PILLAI (*Ambalapuzha* cum *Sherttala*): സർ, മി. ഉദയഭാനു ഇവിടെ അവതരിപ്പിച്ച ഉപക്ഷേപത്തിന്റെ തത്വം ചിന്തിക്കുന്നതായാൽ, ഡിപ്പാർട്ടുമെന്റുകളിലെ ചില പ്രത്യേക വകുപ്പുകളെ പരിഷ്കരിക്കണമെന്നും, അങ്ങിനെ പരിഷ്കരിക്കുന്നതുകൊണ്ട്, അവകളിലെ സിൽബന്ധികൾക്ക് ഇന്നുള്ളതിൽ കൂടുതൽ ജീവിതസൌകര്യം ഉണ്ടാകണമെന്നും ഉള്ള ഉദ്ദേശം അതിലുണ്ടെന്നു മനസ്സിലാക്കാൻ സാധിക്കും. എന്നാൽ അതിനെ പിൻതാങ്ങിക്കൊണ്ട് മി. ശങ്കരനാരായണൻതമ്പി ചെയ്ത നിശിതനിരൂപണം, വാസ്തവത്തിൽ ഈ സഭയിൽ ഒരു കൊടുങ്കാററുണ്ടാക്കി. എങ്കിലും അതിനെ ശമിപ്പിക്കുമാറു് സ്റ്റേററുകാൺഗ്രസ്സ്പാർട്ടി നേതാവ് മി. ടി. കെ. നാരായണപിള്ള പശ്ചാത്താപം പ്രകടിപ്പിച്ചുകൊണ്ടു ഒരു പ്രസംഗം ചെയ്തുകഴിഞ്ഞിരിക്കുന്നതിനാൽ ഞാൻ അതിനെപ്പററി കൂടുതലായി ഒന്നും പറയാൻ ഒരുങ്ങുന്നില്ല.

The House adjourned at 2 P. M. and re-assembled at 3 P. M. with the Dewan President in the Chair.

The following members took the oath and signed the Rolls :—

(1) Mr. A. Gopala Menon (*Director of Public Instruction*).

(2) Mr. K. Madhava Panicker (*Ceramic Expert*).

MR. G. PARAMESWARAN PILLAI : സർ, സബ്‌രജിസ്റ്റർ കച്ചേരികളിൽ ആധാരങ്ങൾ പതിക്കുന്നതിലും മററും വരുത്തുന്ന താമസത്തേയും കച്ചേരികളിൽ ചെന്നാൽ ഇരിക്കുന്നതിനും മററുമുള്ള അസൌകര്യത്തെയും കുറിച്ചാണു എനിക്ക് ഒന്നു രണ്ടു വാക്കു പറയാനുള്ളത്. ആധാരങ്ങൾ പതിക്കുന്നതിലുണ്ടാകുന്ന താമസം നിമിത്തം നാട്ടിൻപുറങ്ങളിൽനിന്നു വരുന്ന ആളുകൾക്കു വിശേഷിച്ചും സ്ത്രീജനങ്ങൾക്കു വലിയ ബുദ്ധിമുട്ടുണ്ടാകുന്നുണ്ട്. കുറച്ചു താമസിച്ചു നിന്നെങ്കിലും പതിപ്പിച്ചുകൊണ്ടു പോകാമെന്നുവെച്ചാൽ സ്ഥലദൌർല്ലഭ്യം നിമിത്തം കച്ചേരിവളപ്പിലും വെളിയിലും മററും വളരെനേരം കാത്തുനിന്നു വിഷമിക്കാറുണ്ട്. ചില കച്ചേരികളിൽ വിശ്രമസ്ഥലങ്ങളുണ്ടെങ്കിലും അവ തികച്ചും വൃത്തിഹീനങ്ങളായി കാണാറുണ്ട്. മിക്കവാറുമുള്ള സബ്‌രജിസ്ട്രാർകച്ചേരികളിലെ വിശ്രമസ്ഥലങ്ങൾ ഗോശാലകൾക്കു തുല്യമായ രീതിയിൽ വൃത്തികേടായി കിടക്കുകയാണ്. ഈവക വിശ്രമശാലകളെ നന്നാക്കിയും സ്ത്രീജനങ്ങൾക്കു പ്രത്യേകവിശ്രമസ്ഥലങ്ങൾ ഉണ്ടാക്കിയും സൂക്ഷിക്കേണ്ടതാകുന്നു. ഈ കാര്യങ്ങളിലേക്കു ഡിപ്പാർട്ടുമെൻറിൻെറ ശ്രദ്ധയെ ക്ഷണിച്ചുകൊള്ളുന്നു.

വേറൊരു കാര്യം കൂടി പറയാനുണ്ട്. ആധാരമെഴുത്തുകാരെ ലൈസൻസുകൊണ്ടു ബന്ധിക്കാൻ ഗവൺമെൻറുദ്ദേശിച്ചിരിക്കുന്നതായി കുറേക്കാലങ്ങൾക്കു മുമ്പ് ഒരു കേൾവിയുണ്ടായിരുന്നു. സകല സംഗതികളിലും നിയമത്തിൻെറ ആവശ്യമുണ്ടെങ്കിലും അതു നിമിത്തം സാധുക്കൾ കഷ്ടപ്പെടാൻ ഇട വരരുതെന്നു മാത്രം അപേക്ഷയുണ്ട്. മേൽപറഞ്ഞ സംഗതികളിൽ ബഹുമാനപ്പെട്ട ഗവൺമെൻറും ഡിപ്പാർട്ടുമെൻറധികാരിയും വേണ്ടതുചെയ്യണമെന്ന അപേക്ഷയോടുകൂടി ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങിക്കൊള്ളുന്നു.

MR. V. K. VELAYUDHAN (*Ambalapuzha cum Sherthala*) : സർ, സബ്‌രജിസ്ട്രാർകച്ചേരികളിൽ ആളുകൾക്കുണ്ടാകാറുള്ള ബുദ്ധിമുട്ടുകൾക്കുവേണ്ട പരിഹാരം ഉണ്ടാക്കുന്നതിനെ സംബന്ധിച്ചു ബഹുമാനപ്പെട്ട മെമ്പർ മി. ഉദയഭാനു പ്രസംഗിച്ച അവസരത്തിൽ അതിനെ സംബന്ധിച്ചുള്ള വാദപ്രതിവാദത്തിൽ പങ്കു കൊള്ളേണ്ടിവരുമെന്നു ഞാൻ ഉദ്ദേശിച്ചിരുന്നില്ല. ഈ സംസ്ഥാനത്തുള്ള സബ്‌രജിസ്ട്രാർകച്ചേരികളിൽ ജനങ്ങൾക്കു

[Mr. V. K. Velayudhan]

വലിയ വൈഷമ്യങ്ങൾ നേരിടുന്നുവെന്നുള്ള ഒരു പരാതി പൊതുവേ ഉള്ളതാണ്. ആ പരാതിക്കു വേണ്ട പരിഹാരം ചെയ്യുന്നകാര്യത്തിൽ കൂടുതൽ ശ്രദ്ധ പതിപ്പിക്കണമെന്നു ഡിപ്പാർട്ടുമെൻറു മേലധികാരിയോട് ഞാൻ അപേക്ഷിച്ചുകൊള്ളുന്നു. ഈ സംഗതിയെപ്പററി പിന്നീട് നടന്ന വാദപ്രതിവാദത്തിൽ ബഹുമാനപ്പെട്ട മി. ശങ്കരനാരായണൻതമ്പിയുടെ പ്രസ്താവന തികച്ചും പ്രതിഷേധാർഹമാണ്. ഈ ഡിപ്പാർട്ടുമെൻറ് അഴിമതികൊണ്ടു നിറഞ്ഞിരിക്കുന്നു എന്നു മാത്രമല്ല, ഭാവിയിൽ സത്യസന്ധതയോടുകൂടി സേവനം അനുഷ്ഠിക്കണമെന്നു വിചാരിച്ചു ഈ ഡിപ്പാർട്ടുമെൻറിൽ പ്രവേശിക്കാൻ സംഗതിയാകുന്ന ഏതൊരുവനും രണ്ടു മാസത്തിനകം ദൂഷിതനാകുമെന്നു കൂടി കേട്ടപ്പോൾ ഞാൻ അമ്പരന്നുപോയി. അതിനുശേഷം മി. ശങ്കരനാരായണൻതമ്പി പറഞ്ഞതു്, ഈ ഡിപ്പാർട്ടുമെൻറ്, സത്യസന്ധനും, കളവുകളും കേസുകളും കണ്ടുപിടിച്ചു ശിക്ഷിക്കുന്നതിൽ സമർത്ഥനും ആയ ഒരു മേലധികാരിയുടെ കീഴിലാണിരിക്കുന്നതെന്നു ഓർമ്മിക്കേണ്ടിയിരിക്കുന്നുവെന്നുമാണ്. അദ്ദേഹത്തിൻെറ അഭിപ്രായവൈരുദ്ധ്യങ്ങളുടെ അർത്ഥം എനിക്കു മനസ്സിലാക്കാൻ കഴിയുന്നില്ല. അങ്ങനെ ഒരു സമർത്ഥനായ മേലധികാരിയുടെ ഭരണത്തിൻകീഴിലാണു് ഇപ്പോൾ ഈ ഡിപ്പാർട്ടുമെൻറ് ഇരിക്കുന്നതെന്നു മി. ശങ്കരനാരായണൻതമ്പി മനസ്സിലാക്കിയിരിക്കുന്ന സ്ഥിതിക്ക് ആ ഡിപ്പാർട്ടുമെൻറു, അതിനികൃഷ്ടമായ രീതിയിൽ ദൂഷിതമായിരുന്നാൽ തന്നെയും ആ മേലധികാരി താമസിയാതെ ആ ഡിപ്പാർട്ടുമെൻറ് നന്നാക്കിക്കൊണ്ടുവരുമെന്ന് അദ്ദേഹത്തിന് പ്രത്യാശിക്കാമായിരുന്നു. മി. ശങ്കരനാരായണൻതമ്പിയുടെ അബദ്ധപ്രലപനം ശരിക്കു മനസ്സിലാക്കിയ അദ്ദേഹമുൾപ്പെട്ട പാർട്ടിയുടെ ലീഡർ ആ പ്രസ്താവന പിൻവലിച്ചു ക്ഷമാപണം ചെയ്തതിൽ ഞാൻ സന്തോഷിക്കുന്നു. ഈ വിഷയത്തെ സംബന്ധിച്ചു സ്റ്റേററ് കാൺഗ്രസ്സ് പാർട്ടി നേതാവു കൈക്കൊണ്ട നടപടികൾ മി. ശങ്കരനാരായണൻതമ്പിക്ക് ഇനിയെങ്കിലും ശരിയായ ഒരു മാർഗ്ഗനിർദ്ദേശം നൽകുമെന്നു വിശ്വസിക്കുന്നു. സർ, ഈ രാജ്യത്തിലെ കർഷകർക്കും തൊഴിലാളികൾക്കും വേണ്ടി ഞങ്ങൾ നിലകൊള്ളുന്നു എന്നും അവരുടെ സങ്കടങ്ങളെ പരിഹരിക്കുന്നതിനുവേണ്ടി ഈ കാര്യങ്ങൾ ഈ സഭയുടെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നതാണെന്നും ആ പാർട്ടിയുടെ ലീഡർ പറയുകയുണ്ടായി. എന്നാൽ ഈ കർഷകരുടെയും തൊഴിലാളികളുടെയും സങ്കടങ്ങൾക്കു പരിഹാരം വരുത്തണമെന്നുള്ള

ഉദ്ദേശത്തോടുകൂടി ഇവിടെ വരുകയാണെന്നു പറയുന്ന അവർ, ഇവിടെ നിന്നു പ്രസംഗിക്കുമ്പോൾ ആ സാധുക്കളുടെ കാര്യം മറന്നുപോകുന്നു എന്നു പറയാതിരിക്കുവാൻ യാതൊരു വഴിയും കാണുന്നില്ല. സങ്കടങ്ങൾ കേട്ടു പരിഹാരം വരുത്തുന്നതിനു ശ്രമിക്കേണ്ട ഡിപ്പാർട്ടുമെൻറു മേലധികാരിയുൾപ്പെടെയുള്ള ഡിപ്പാർട്ടുമെൻറിനെയും ഗവണ്മെൻറിനെതന്നെയും ശകാരവർഷം കൊണ്ടു മൂടിയതിനുശേഷം സങ്കടങ്ങൾക്കു പരിഹാരം നേടാമെന്നുള്ള അവരുടെ വ്യാമോഹം അസ്ഥാനസ്ഥിതമാണെന്നു അവർ അറിയാതിരുന്നതു അത്ഭുതം തന്നെ. ഇതുമാതിരിയുള്ള പ്രസ്താവന എന്നെപ്പോലെതന്നെ മററു മെമ്പറന്മാർക്കും പല വലിയ വിഷമം ഉണ്ടാക്കുന്നുണ്ട്. സബ് രജിസ്ത്രർകച്ചേരിയിൽ ഉണ്ടാകുന്നവിഷമങ്ങൾക്കു പരിഹാരം നേടണമെന്ന അഭിപ്രായത്തോടു് ഞാൻ പൂർണ്ണമായി യോജിക്കുന്നു. എന്നാൽ ആ കാര്യത്തിനുവേണ്ടി ഉപക്ഷേപം അവതരിപ്പിക്കുകയും പിന്നീടു ഞാൻ മുമ്പു പറഞ്ഞതുപോലെ യാതൊരു ലക്ഷ്യവുമില്ലാതെ—യാതൊരു ആലോചനയും കൂടാതെ—കൊണ്ടുവന്നിരിക്കുന്ന പ്രശ്നവുമായി യാതൊരു ബന്ധവുമില്ലാതെ, ഡിപ്പാർട്ടുമെൻറിനെ ഒന്നടക്കമായും ഗവണ്മെൻറിനേയും ശകാരിക്കുന്നതു വെറും നിഷ്പ്രയോജനമായ ഒരു രീതിയാണെന്നു ബഹുമാനപ്പെട്ട മി. ശങ്കരനാരായണൻതമ്പിയും അദ്ദേഹത്തിൻെറ പാർട്ടിയും മനസ്സിലാക്കിയിരുന്നെങ്കിൽ നന്നായിരുന്നു. ഒരു കാര്യംകൂടി പറഞ്ഞുകൊള്ളട്ടെ. സർ, ഈ സഭയിലെ മെമ്പറന്മാർ—അവർ തിരഞ്ഞെടുക്കപ്പെട്ടവരായാലും ശരി നാമിനേറു ചെയ്യപ്പെട്ടവരായാലും ശരി— എല്ലാവരും ഒരേനിലയിലുള്ള സ്വാതന്ത്ര്യാവകാശങ്ങൾക്കു അർഹരാണെന്നു അങ്ങ് പ്രസ്താവിച്ചിട്ടുള്ളതാണ്. എന്നാൽ ബഹുമാനപ്പെട്ട മി. റ്റി. കെ. നാരായണപിള്ള നാമിനേറു ചെയ്ത മെമ്പർമാർ യാതൊരു നിയോജകമണ്ഡലത്തേയും പ്രതിനിധീകരിക്കാത്തവരാണെന്നു് ആക്ഷേപിച്ചു സംസാരിക്കയുണ്ടായി. എല്ലാജനങ്ങളുടേയും പ്രാതിനിധ്യം വഹിക്കുന്നു എന്നഭിമാനിക്കുന്ന ഒരു പാർട്ടിയുടെ നേതാവു് ഈ സഭയിൽ പെട്ട ബഹുമാനപ്പെട്ട മെമ്പർമാരെത്തന്നെ ക്ലാസ് തിരിച്ചു പരിഹസിക്കുന്നതു് അദ്ദേഹത്തിന്നുതന്നെയും അഭിമാനകരമല്ല. മി. ശങ്കരനാരായണൻതമ്പിയുടെ പ്രസ്താവനയെ ഞാൻ ശക്തിയായി പ്രതിഷേധിക്കുന്നു.

MR. J. E. A PEREIRA (*Commerce and Industry South*): Sir, I wish to offer a few remarks about some of the astounding statements uttered by the Honourable Member Mr. Sankaranarayanan Tampi.

[Mr. J. E. A. Pereira.]

Some of his remarks were astonishingly reckless, so much so, the leader of his party had to intervene to tone down the severity of his remarks. According to his leader the member was using hyperboles and similes when he referred to the working of the Registration Department. But bereft of hyperboles and similes there is the clear statement of the member that corruption is rampant to the extent of 75 per cent. I wonder whether the member is not labouring under a mis-conception between 'corruption' and 'bhakshees'. Corruption is a sin and the essence of sin is the knowledge one is doing a harmful thing. This being the case, are we to believe that 75 per cent. of the people go to the Registry Office day in and day out to execute false documents, such as false wills etc., to defraud their own kith and kin in some manner or other? This indeed is a reckless statement and by so doing are we not damning our own reputation, the well earned reputation of this Land of Charity. What I want to stress in this connection is that what is going on in the Department is not corruption. The staff may be receiving 'Bhakshees', and it may be that some may have developed it to reprehensible limit. All the same that does not amount to corruption. Let it be remembered that whatever is said by the Honourable Members of this house has to be done so with the full sense of responsibility. Let us remember that we are chosen representatives of the people, and whatever we say will be watched with the critical eye not only throughout the length and breadth of Travancore but also throughout India. Therefore, let us not defame our own country. I would appeal to the Honourable Members to speak with that sense of proportion and behave with that sense of docorum as becoming such an august Assembly as ours.

I am really glad to observe that even the Honourable Member Mr. Sankaranarayanan Tampi conceded the fact that the head of the Registration Department is above corruption. I have known Mr. Madhava Kurup for a long time. He is not only one of our efficient officers, in whatever office he is put in, but he is also an example for other officers to emulate. He discharges his duties in a supremely efficient manner and is really an ornament to our State. Sir, even granting that there exists some little corruption in the Department here and there, Mr Tampi himself has praised the honesty and integrity of the Director. Such being the case I can make bold to say that one can rest assured that such corruption as is existing in the Department would die out gradually as a result of the wise administration of the present Head of the Department. Under these circumstances, I strongly deprecate the sweeping statement uttered by the Honourable Member Mr. Sankaranarayanan Tampi.

MR. K. K. CHELLAPPAN PILLAI: Sir, I am sorry to state that so much heat was produced without illumination and so much storm raised without any effect, on a most harmless, innocuous motion brought forward on the floor of the Assembly by honourable member Mr. Udayabhanu. Sir, it was nothing but a statement urging on

Government to make some improvement in the present system of work carried out by the Registration Department. A suggestion was made by some honourable members here to improve the state of things obtaining in the department in a general way. Some said that officers and subordinates were corrupt to some extent. But it is said that the honourable member Mr. Sankaranarayanan Tampi made a very devastating statement. But, again and again, did he not declare in this House that he did not exactly mean that the whole department was corrupt?

PRESIDENT: Did he or did he not say that within a month or two of an officer or clerk entering the Registration department, he would lose his integrity?

MR. K. K. CHELLAPPAN PILLAI: Yes, Sir. But he was only leading himself to the fact that there is widespread corruption in that department. By doing so, he may have indulged in exaggeration. He may have used the language of hyperbole and simile. As the leader of the party suggested, the honourable member may have indulged in some exaggeration of facts and language. But, after all, he was referring to a fact namely corruption in the department, as there is corruption elsewhere throughout the world under a system of capitalism.

PRESIDENT: That was why I made an appeal which I thought would be responded to. But it was not. The honourable members will realise that statements made here are taken down verbatim and the proceedings go outside, let us say, to Madras or Mysore. What are the people there to believe in? Is it that Travancore is a nest of corruption, that the officers of the Registration Department and other departments are so habituated to corruption, that within a month or two of their entry, they become inured to such habit. This observation may be all right in a drawing room or restaurant.

But that these observations should be made here by legislators with a sense of responsibility is a matter of sorrowful recognition, because I do know that these statements create a big impression outside. As it is, Travancore is an object not of wholesale friendliness in many other parts of India. So what is there to prevent anybody, say in British India, from saying 'Here, according to a representative elected member, no person who enters the Registration Department can survive unscathed for two months.' If it is true, then the department should be abolished and new persons appointed. If it is true, then it is a very good case for the importation not of a foreigner, but of *foreigners* to man the whole department, because Travancoreans are unfit, both giving bribes and receiving bribes. But these implications create a slur on the people of the State, create a slur on the departments of Government, create a slur upon this House which should be a body representative of the people of the State.

MR. K. K. CHELLAPPAN PILLAI: Sir, it is a fact as clear as broad day light, that throughout the world..........

PRESIDENT: If honourable members say that throughout the world, corruption exists, as corruption will exist under capitalist society, and that the Registration Department of the Travancore Government is no exception to the general rule, that might probably mitigate the statement, although the fact might not be admitted or might be open to suspicion.

MR. K. K. CHELLAPPAN PILLAI: We have heard of cases, recently detected in British India, of corruption, in the Supply Department and other departments, and people equally responsible have also admitted it. But this vicious circle has to be broken and the suggestion was only that the Government should take immediate steps or rather, alert steps to see that corruption is nipped at every turn.

I would like to make another observation. We see that Mr K. R. Narayanan and other people use these occasions to cast a slur upon our party............

PRESIDENT: So long as there are different parties, the aim of each party in a legislature is to discredit the other. I may mention it that in Parliament, the aim of the Labour Party is to discredit the Conservative Party, the Conservative in turn to discredit the Liberal Party and vice versa. They discredit each other in parliamentary bounds, and the Chair or the House has no control over such moves on one side or the other.

MR. K. A. MATHEW: May I know to which party Mr. K. R. Narayanan belongs?

PRESIDENT: To whatever party he thinks he belongs. Supposing he belongs to a party where he is perhaps the only member. In England, I may mention that there are parties in which there are only two members. There is for instance, the Commonwealth party having seven members on its rolls, and there was also, at one time, a Christian scientist who formed a party by himself in which he alone was the member. Mr. K. R. Narayanan may say 'I am the party.'

MR. K. K. CHELLAPPAN PILLAI: Anyway I can say that we have been invariably made the target of attack.........

PRESIDENT: But honourable members have the liberty to do so.........

MR. K. K. CHELLAPPAN PILLAI: I do not object so much to their obstructive tactics as to their deliberate, abusive statements.

PRESIDENT: I want the matter to be cleared. Whatever may be the opinions of particular members Government heard only a speech from Mr. Narayanan in which it was stated that a party got through the elections in a certain way but the conduct of the party in the House was not consistent with that. If honourable members feel that proper jurisdictions are trespassed and if the notice of the Chair is drawn to it, something can be done.

MR. K. K. CHELLAPPAN PILLAI: I take this opportunity rather to request such members here as are quite antagonistic to our view not to cast so much slur on us as Mr. K. R. Narayanan and others are

doing, but to try to understand us and to really appreciate what we say. Our business here is to intimate the Government the actual state of affairs about the country, and the Government, might, without the intervention of Mr. Narayanan and others, take proper action on the advice. But of course we do not agree with the Government always and in toto. But where we have agreement, we say it frankly. Yesterday and day before yesterday we accorded a very warm reception to the Land Policy and Income tax Policy, and there is no warrant for Mr. Narayanan's statement that we are out for vilification.

MR. M. L. JANARDHANA PILLAI (*Nominated*): Sir, Mr. Udayabhanu initiated the discussion in regard to the subject in a manner which could be accepted by all sections of this House, because it contained suggestions to improve the state of affairs in the Registration Department. So far as it went, it was all right. But where did he proceed to next, Sir. Instead of attacking a particular form or measure or instance of corruption which was in vogue in that department, the whole staff in the department was attacked, And as soon as a question was asked whether the attack was meant to be directed against the Registration Director and the member knew that public opinion and the opinion of this House was in laudatory terms of the Registration Director, he withdrew the statement, and he stated that he did not intend to make any aspersion on the head of the department.

MR. SANKARANARAYANAN TAMPI: I did not withdraw my remarks, Sir.

PRESIDENT: When an honourable member says a thing, unless the other honourable member is able to disprove it, it must be accepted as correct.

MR. M. L. JANARDHANA PILLAI: By saying that he did not mean any aspersion on the head of the department, it amounted to a positive withdrawal. That is how I take it, Sir. Well, Sir, if it was meant only to bring to the notice of this House and the Government certain irregularities of the department, may I ask, Sir, where was the propriety in saying that all the officers of the department were corrupt? It was a very clever move on the part of the speaker to insinuate that all the officers of the department and thereby, I may go a step further, hint that such corruption is connived at by the head of the administration. That is the quintessence of the arguments advanced by the mover. That was a very grave allegation, Sir, and such statements we are not accustomed to hear in this House, because all the officials here are natives of this country. What is the implication? That every one of the subjects of this State and the national consciousness of the State are so corrupt that we are unable to recruit to the Public Service, from this country, anybody who is really honest. Is that not the implication? Shall we allow such a statement to go unchallenged? What will be the impression outside? I regard the cut motion as a very clever move. Ostensibly it was meant to be an

[Mr. M. L. Janardhana Pillai.]

attack on the Registration Department, but by implication it was really an attack on the whole administration of the State. I take very serious objection to this.

The leader of the State Congress party certainly did express his sincere regret for the attitude taken by Mr. Tampi and I congratulate him for having the courage to do so. But even he, Sir, cannot resist the temptation to insinuate that Mr. K. R. Narayanan does not represent any constituency. I repudiate that statement. I regret to see that it fell from the lips of my honourable friend, Mr. T. K. Narayana Pillai. Now, Sir, the attempt of the party clearly seems to be to get at something so that it may be used as an opportunity of attacking, directly or indirectly, all the officers and the head of the administration. I put it like that deliberately, Sir, we have never been accustomed to such statements in this House ever before. Clearly my State Congress friends want to play to the gallery. Further they had evidently given some assurances and promises to certain people outside this hall. They are anxious to please such people. If that is so, their position is perfectly all right. But there are certain well-established conventions and respectable precedents that we have adopted in this House for several years in the past and we have a tradition worthy of the great reputation of this House, and if any deviation is sought to be made from these worthy traditions and precedents we on this side of the House, including every one who has a sense of responsibility will repudiate these statements. Therefore I not only repudiate the statements, but I request every member of this House to give expression to his opinion in regard to this subject so that these statements shall not go unchallenged.

MR. A. P. UDHAYABHANU: On a point of order, Sir. I want to know whether the honourable member is supporting my cut motion or not. These members are waxing eloquent but I want to know whether they are supporting my cut motion or not.

MR. M. L. JANARDHANA PILLAI: You will know that when the vote is taken.

MR. T. T. KESAVAN SASTRI: ഈ ഉപക്ഷേപത്തിന്റെ തത്വത്തെ പരാമർശിച്ചുകൊണ്ടും ഇതിന്റെ ഉദ്ദേശശുദ്ധിയെ ബഹുമാനിച്ചുകൊണ്ടും ഇവിടെ വാദപ്രതിവാദങ്ങൾ നടക്കുമെന്നായിരുന്നു ഞാൻ വിചാരിച്ചതു്. സബ് രജിസ്റ്റർ കച്ചേരികളിൽ ജോലിക്കൂടുതൽ ഉണ്ടാകുന്ന സന്ദർഭങ്ങളിൽ അവിടത്തെ ജോലികൾ ശരിയായി ചെയ്യിക്കുന്നതിനും ജനങ്ങളുടെ ധനവിനിയമനസമ്പ്രദായത്തെ നിയന്ത്രിക്കുന്നതിനും സാധിക്കുന്ന നിർദ്ദേശങ്ങൾ ലഭിക്കുന്നതിലേക്കുവേണ്ടിയായിരിക്കാമല്ലോ ഈ ഉപക്ഷേപം ഇവിടെ അവതരിക്കപ്പെട്ടിട്ടുള്ളതു്. വാദപ്രതിവാദത്തിനിടക്കു് ഡിപ്പാർട്ടുമെന്റിന്റെ മേൽ പൊതുവെ ബാധിക്കാവുന്ന കൈക്കൂലിക്കാര്യത്തിലേയ്ക്കു് അതു വലിച്ചിഴക്കപ്പെട്ടതു് വളരെ നിർഭാഗ്യകര

മായിപ്പോയി. രജിസ്ട്രേഷൻ ഡിപ്പാർട്ടുമെൻറ് തിരുവിതാംകൂറിലെ മററ് എല്ലാ ഡിപ്പാർട്ടുമെൻറുകളെയുംപോലെ തന്നെ പൊതുജനക്ഷേമത്തെയും രാജ്യക്ഷേമത്തെയും മുൻനിറുത്തി പ്രവർത്തിച്ചുകൊണ്ടാണിരിക്കുന്നത്. എന്നാൽ ഈ സഭയിൽ നടന്ന കർക്കശങ്ങളായ വാദപ്രതിവാദങ്ങൾ സൂക്ഷിച്ചുനോക്കിയാൽ പ്രതിപക്ഷ ബഹുമാനത്തെ മുൻനിറുത്തുന്ന ഒരു അഭിപ്രായഗതി കേവലം വിരളമായിട്ടേ കാണാൻ സാധിക്കയുള്ളു എന്നുള്ള സംഗതി ഇവിടെ പ്രസ്താവിക്കാതിരിക്കാൻ നിവൃത്തിയില്ല. വ്യക്തിവിദ്വേഷപരമായ അഭിപ്രായഗതികൾ കൊണ്ടുവരുന്നത് ഉദ്ദേശശുദ്ധിക്ക് വിപരീതഫലമാണ് ഉണ്ടാക്കിത്തീർക്കുന്നത്. ഈ സന്ദർഭത്തിൽ ഗവണ്മെൻറിൻെറയും ഈ സഭയുടെയും സവിശേഷമായ ശ്രദ്ധയെ ക്ഷണിച്ചുകൊണ്ട് ഒന്നു രണ്ടു കാര്യങ്ങൾ പ്രസ്താവിക്കുവാൻ ഞാൻ ആഗ്രഹിക്കുന്നു. സർ, ബഹുമാനപ്പെട്ട ഒരു മെംബർ നാമിനേററഡ് മെംബർമാരുടെ പേരിൽ ഒരു ഘനം കുറവ് രീതിയിൽ ചില പ്രസ്താവനകൾ ഇവിടെ നടത്തുകയുണ്ടായി. ഒരു എലക്ടഡ് മെംബറിനെക്കാൾ ഒരു നാമിനേററഡ് മെംബറിന് എന്തു ഘനക്കുറവാണുള്ളതെന്ന് ഞാൻ സംശയിക്കുന്നു. യഥാർത്ഥത്തിൽ ഈ ധാരണ പൊതുവെ പൊതുജനങ്ങളുടെ ഇടയിൽ ഒരു തെററിദ്ധാരണ പരത്താൻ ഇടയുള്ളതുകൊണ്ടു ഗവണ്മെൻറ് ദയാപൂർവം ഇതിനെ വേണ്ടവിധം തടയുകയാണ് ചെയ്യേണ്ടതു്.

MR. S. SANKARANARAYANAN TAMPI: Sir, my statement has been made the target of criticism by many honourable members. I beg permission of the Chair.............

PRESIDENT: The honourable member knows that excepting the mover of the motion nobody else has the right of a reply.

MR. K. MADHAVA KURUP (*Director of Registration*): Sir, two suggestions were made by Mr. Udayabhanu yesterday in moving the cut motion.

The first was that overtime allowance should be granted to the Sub-Registrars and clerks for overtime work. While I should naturally welcome any improvement in the emoluments of the subordinates of my department, I consider that the suggestion is not practical. In the first place, a Government servant's time is entirely at the disposal of Government and there is no reason why an invidious distinction should be made in regard to one department. Secondly, there was a time in the latter half of 1117, in 1118 and part of 1119 when there was phenomenal increase of work and there would have been some justification for overtime allowance. Latterly, the work in almost all offices has gone down considerably and there is now no justification for any overtime allowance. The year 1118 was a record year in the

[Mr. K. Madhava Kurup]

number of documents registered but in 1119 there has been a fall. It is very unlikely that there will be an increase. If late fees are to be levied, there will arise other difficulties.

It was suggested that a maximum should be fixed for the number of documents to be registered every day. This is not a feasible proposal. There were six offices which in the year 1118 accepted more than 10,000 documents and all the offices except three, had to register 3,000 documents or more. How can a maximum be fixed in regard to this matter?

The number of documents an officer can deal with depends upon a variety of considerations. It depends upon the nature of the documents presented, the number of parties, the length of the document, the wording used, the efficiency of the officer, the time of presentation and a lot of other considerations.

Another suggestion was made with regard to the improvement in conveyancing, that is about the licensing of document writers. You, Sir, have missed no opportunity here and elsewhere to stress the need for improving conveyancing and you exhorted junior advocates to take up and specialise in the work of conveyancing. Early in 1943, this House considered the question and decided that a scheme for licensing document writers should be introduced. A Committee was accordingly constituted and they submitted a report and a set of draft rules in June 1943. In some British Indian Provinces, there are executive rules relating to the licensing of document writers; and the Government found that the statutory rules framed by the Committee were not quite in order and they were revised by me. Your exhortations, however, to advocates to take up conveyancing did not fall on entirely barren soil. They germinated in the minds of advocates and gave birth to the following resolution passed at the last meeting of the Bar Council:—

> "Resolved that it should be made a rule that only Advocates and Pleaders shall be entitled to do conveyancing work and that no document shall be accepted for registration unless accompanied by a memorandum of the conveyancing lawyer or lawyers that such document has been prepared by him or them".

The Bar Council also requested the Government to introduce necessary legislation on the subject. The revised rules and the above resolution are now engaging the attention of Government. The Department and Government are keenly alive to the need for exercising some control over document writers and improving conveyancing.

But the debate has wandered very far from the points raised by Mr. Udayabhanu, the mover. The criticism about the department, I should say, lacked neither warmth nor recklessness and it was full of

"hyperboles and similes".. Mr. Sankaranarayanan Tampi said that the whole of the Registration Department was corrupt. He did not stop there; but, speaking in a most irresponsible manner, he condemned the entire service as corrupt. The House has condemned with one voice what he has said. The leader of the party to which he belongs had to intervene and put a gloss over it. The leader of the party was apologetic and qualified the charge by saying that, while all the other departments in the State were ordinarily corrupt, the Registration Department was extraordinarily corrupt. The gloss only made the charge worse, though that was not perhaps the intention. Mr. Sankaranarayanan Tampi indulged in a speech redolent more of the hustings and of the market place than a solemn and dignified place like the Legislative Chamber. He indulged in a sweeping condemnation of the entire service of the State.

Mr. Sankaranarayanan Tampi : Question)

Every country, Sir, gets the service that it deserves. For, the honesty of the service depends upon the character of the public, the moral courage and the public spirit of its leaders. The subordinate service to which Mr. Tampi referred is composed entirely of educated Travancoreans; and nothing can be a greater condemnation than to say that corruption is rampant in the country. What is the impression that such a sweeping, I should say unfounded, charge will create in the minds of the public outside? And the party to which Mr. Sankaranarayanan Tampi belongs believes in certificates from outside. What will they think of Travancore? Is not Travancore a highly educated country? The whole world will ridicule us. They will wonder whether there is no honest subordinate in the service. Is the public morality of Travancore so low that it cannot maintain an honest service? They will ask what the Legislature has been doing to check corruption, and what the representatives of the people have been doing.

MR. K. A. MATHEW : May I know from the member whether at any time recently Government appointed an officer or an Enquiry Committee to go into the question of corruption alleged to have existed regarding the purchase of rice and other food supplies for the State?

MR. K. MADHAVA KURUP : Sir, departmental enquiries were conducted with regard to some officers connected with the Food Department. Public enquiries have been conducted with regard to four officers of the Registration Department.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI : When the attention of Government is drawn to individual cases of corruption, it is the primary duty of Government to proceed under the law and there are certainly rules and regulations prescribing the conduct of such enquiries. Whenever individual cases were brought to the attention of Government, they have not hesitated to start proceedings under the Regulation and the culprits have been brought to book.

MR. K. A. MATHEW: Has not the institution of such an enquiry brought to light the existence of corruption in the Public Service ?

PRESIDENT: I do not think that question is in order. What the Director of Registration says is that it is not proper to make sweeping remarks on everybody. Of course, it cannot be gainsaid that there may be corruption in individual cases. That is the case all the world over. Individual cases of corruption, when brought to the notice of the Departmental heads, are dealt with. It is one thing to say that, because Government started an enquiry against certain officers, there is corruption and entirely another thing to say that there is corruption in the entire service.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: I want to put a question to the Chief Secretary. May I know the number of persons..........

RAJYASEVAPRAVINA S. CHATTANATHA KARAYALAR: No member can ask a question to the Chief Secretary at this time. He is not in possession of the House.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the Chief Secretary the number of persons against whom an enquiry was ordered and the number of persons who are found actually guilty as a result of that enquiry ?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: Out of the four Sub-Registrars against whom an enquiry was conducted..........

PRESIDENT: Order, order.

MR. K. MADHAVA KURUP: The honourable member Mr. Sankaranarayanan Tampi contented himself by making certain sweeping remarks as if that would help to check the evil of corruption. What has his contribution been in trying to keep away corruption from the subordinates of the offices in his constituency ? Has he at any time in the past approached Government with any complaint regarding corruption in the department ? Sir, some birds, I believe, revel in fouling their own nests. It is easy to make general allegations. But to bring up specific charges against individual officers requires courage, public spirit and talents of a different order.

When specific instances are brought to my notice, I am prepared to enquire into the matter. In 1118, 7½ lakhs and in 1119 nearly 6½ lakhs of documents were registered. That means that about 15 to 20 lakhs of people had dealings with Sub-Registrars' offices.

MR. P. M. VARGHESE: ചില ഡിപ്പാർട്ടുമെൻറുകളിൽ അഴിമതി കൂടുതലും മററു ചില ഡിപ്പാർട്ടുമെൻറുകളിൽ കുറവുമാണെന്നു മെമ്പർക്കു അറിയാമോ?

MR. K. MADHAVA KURUP: I am now concerned with the Registration Department alone. When honourable members realise that

the Registration Department had dealings with 10 to 15 lakhs of people in more than 100 Sub-Registry Offices, and that it is easy to send petitions, anonymous and otherwise, alleging corruption in the department, they will be surprised when I tell them that I do not get even a score of petitions a year and that very few people come forward to substantiate what they alleged. What does that indicate? It indicates that charges can easily be levelled against anybody. But it requires a lot of stamina and public spirit to come forward and prove the charges levelled.

MR. CHAZHIKKATTU JOSEPH: രജിസ്ട്രേഷൻ ഡിപ്പാർട്ട്മെന്റ് കറപ്ഷൻ ഒട്ടുമില്ലാതെ പരിശുദ്ധമായി ജ്വലിക്കുന്നു എന്ന് അങ്ങു വിചാരിക്കുന്നുണ്ടോ?

MR. K. MADHAVA KURUP: Government are aware that some of the subordinates in the department succumb to temptation placed in their way by the public. It is the duty of the public and it is up to the leaders among them to come forward with specific instances if there is dishonesty in individual officers of the department. Suppose a hundred documents are presented at 11 in the morning. A Sub-Registrar can ordinarily be expected to register 50 or 60 documents a day. In the nature of things, a man who has come early in the morning would try to influence the Sub-Registrar to get his document registered soon and go away rather than wait till late in the evening. It is the anxiety of the people to get an undue advantage that spoils the department. There must be a greater sense of morality in the public.

MR. T. K. NARAYANA PILLAI: Has it ever been brought to the notice of the Director of Registration that several Sub-Registrars have gone rich in a short space of time?

MR. K. MADHAVA KURUP: No.

MR. T. K. NARAYANA PILLAI: May I ask whether he will kindly enquire into the question whether an appreciable number of them have suddenly grown rich?

MR. K. MADHAVA KURUP: I may say that last year when there was a rush of documents and the same complaint was raised, I got landed property statements of the Sub-Registrars and clerks of the Registration Department and it was found that the allegations were entirely unfounded.

Exemplary punishments were meted out some time ago to three Sub-Registrars. Punishments were confirmed by the results of public enquiries. That has created a wholesome fear in the Department. Any complaint, even if it be anonymous, is being enquired into by me. Apart from punishing the subordinates, there are a number of other ways of reducing corruption. I can mention some of the directions

[Mr. K. Madhava Kurup.]

in which such an attempt has been made. One is by reducing the number of documents that may be received in an office for registration every day. During the last three or four years, we have opened 21 new offices. That means that there will be less number of documents to be registered by a Sub-Registrar. Then the staff in these offices has been increased substantially. The new offices have been located in close proximity to other existing offices. Surprise inspections have been frequently made by me.

In all those ways attempts have been made to ppevent corruption. An enquiry would be made if Mr. Tampi reinforces his allegations by specific instances and also brings to my notice the name of the Sub-Registrar who is 54 years old and sought to justify his being corrupt. I shall be glad to take suitable action in the matter. But I do not get that amount of co-operation from the public that I require. Corruption in the service can never be stamped out even by the eternal vigilance of the Head of the Department. The public should realise that tipping and bribery—I would not make any distinction between tipping and bribery as both are equally objectionable—should be stamped out; and it is their duty to bring the offender to the notice of the Government. I expect that co-operation will be forthcoming from the public in greater measure than hitherto.

MR. A. P. UDAYABHANU: Sir, I tabled that cut motion and in doing so, I wanted to place before the House two or three suggestions which I thought would improve the administration of the Department.

PRESIDENT: The honourable member cannot make a speech. I am asking him whether he is pressing his motion or not.

MR. A. P. UDAYABHANU: I want the House to vote on my cut motion. I want to place before the House the fact that I am asking for a vote on my motion and on the statement made by some of the honourable members.

PRESIDENT: It is left to the honourable House.

MR. A. P. UDAYABHANU: I demand a poll. A poll was taken when the House divided as follows:—

AYES—14.

1.	Mr. K. Balakrishna Menon	8.	Mr. K. A. Mathew
2.	,, K. T. Michael	9.	,, A. P. Udayabhanu
3.	,, I. Varghese	10.	,, P. S. Nataraja Pillai
4.	,, K. K. Chellappan Pillai	11.	,, T. K. Narayana Pillai
5.	,, P. M. Varghese	12.	,, G. Parameswaran Pillai
6.	,, S. Sankaranarayanan Tampi	13.	,, C. K. Sankara Pillai
,	,, V. I. Idicula	14.	,, Xavier Vincent

NOES—45.

1. Rajyasevanirata S. Chattanatha Karayalar
2. Mr. K. G. Kesavan Nair
3. „ V. Madhavan
4. „ E. K. Madhavan
5. „ R. Madhavan Nair
6. „ M. K. Chandrasekhara Battathiri
7. „ K. M. Paul
8. „ V. Gangadharan Nair
9. „ D. Thomas
10. „ P. S. Gopala Pillai
11. „ N. D. Parameswaran Namboodiri
12. „ V. K. Velayudhan
13. „ Puliyoor T. P. Velayudhan Pillai
14. „ V. K. Velappan Nair
15. „ C. S. Lakshmana Aiyar
16. „ M. K. Ramakrishna Pillai
17. „ J. W. Tolson
18. „ P. K. Kuriakose
19. „ A. Sulaiman Sait
20. „ P. S. Mahomed
21. „ K. R. Narayanan
22. „ M. L. Janardhana Pillai
23. Srimati T. Narayani Amma
24. Mr. T. T. Kesavan Sastri
25. „ P. Yesudian
26. „ S. Thiravium Nadar
27. „ P. C. Adichan
28. „ P. R. Atchutan
29. „ M. K. Mahomed
30. „ S. Muthukaruppa Pillai
31. „ K. C. Karunakaran
32. „ S. Krishna Aiyar
33. „ P. K. Kumaran
34. „ Kadakkavoor P. Madhavan
35. „ V. S. Krishna Pillai
36. Rajyasevapravina G. Parameswaran Pillai
37. Mr. K. G. Kunjukrishna Pillai
38. „ S. Narayana Aiyar
39. „ G. N. Tampi
40. „ K. Madhava Kurup
41. „ H. C. Papworth
42. „ E. G. Salter
43. „ E. I. Chacko
44. „ K. R. Narayana Aiyar
45. „ C. Kumara Das

NEUTRALS—6

1. Mr. Varkala K. Madhavan
2. „ P. O. Thomas
3. „ Chazhikkattu Joseph
4. Mr. K. A. Mahomed
5. „ P. K. Kunju
6. „ M. R. Ramakrishna Pillai

The motion was lost.

PRESIDENT: The time for the demand has lapsed.

The question that a sum of Rs. 5,54,268 be granted under Demand XIII—Registration was put and carried. The grant was made.

DEMAND XIV—RAILWAYS.

MR. S. NARAYANA AIYAR (*Financial Secretary to Government*): Sir, I beg to move for a grant of Rs. 89,800 under Demand XIV—Railways.

Motion No. 2.

MR. S. SANKARANARAYANAN TAMPI: Sir, I beg to move

"To reduce the total allotment of Rs. 89,800 for Railways by Re. 1"

(To discuss the necessity of opening more railways in the State).

[Mr. S. Sankaranarayanan Tampi.]

In moving this motion, I have to bring to the notice of the House the desirability of constructing more State-owned railways in Travancore. Before adverting to that, I would like to bring to the notice of the House the difficulties experienced by travellers in purchasing tickets in the several railway stations in Travancore. Sir, I hope I am correct in thinking that Travancore is represented in the Railway Board by a member of the Travancore Government. That member can represent the state of affairs in Travancore, the difficulties experienced by Travancoreans so far as railway is concerned and make amends for the handicaps that now exist. Sir, as things stand at present, people crowd at the booking office just one or two hours before the train starts and only he who has the physical strength is able to reach the counter and purchase a ticket. We find a notice in the railway stations that tickets will be issued throughout the 24 hours of the day, but when one goes to purchase a ticket, he finds the booking office closed for all the 23 hours of the day. That is to say, the window of the office is open only for a few minutes before the train is to leave the station. This is a matter which causes a lot of inconvenience to those who want to travel by train and therefore it should be given serious consideration by the Government. It is a matter which may be intimated to the Railway Board through the representative of the Travancore Government and a solution arrived at.

I may also inform the House that black marketing is prevalent even in railway stations. If there is provision for 200 tickets, only 40 or 50 tickets are sold through the window of the booking office and the rest are sold through favourities of the officials in the railway stations who make it a point to approach the passengers, get tips from them and oblige them. Sir, I speak this on my own authority. I once purchased a ticket. I did not pay more for it, but still I had to purchase that ticket from a police constable who was on duty in the railway station. He felt pity for my inability to purchase a ticket through the window of the booking office, and asked me: "Do you want to go by this train?" On my replying in the affirmative, he said, "Then you give me your money and I shall get a ticket for you." This system, he said, was a very common one.

The next point that I want to bring to the notice of the House is the necessity for the extension of railways in Travancore. Often, I have heard it said that Travancore is progressive in many respects compared to the provinces of British India and some of the Indian States. Of course, Travancore may be a progressive State when compared to the provinces and other Indian States; I do not dispute that. But, Sir, comparisons are very misleading sometimes. I ask: "What is the extent of State-owned railway in Hyderabad? Does it compare favourably with that in Travancore?" It does not. Sir, nobody can belittle or minimize the part played by railways in the unification of the human race. More important is the case in Travancore, because Travancore forming the southern most portion of India is a

unit not only in itself, but adds to the greater part of territory on the west coast, *viz*., British Malabar and Cochin. Further, the culture, habit and traditions of these three countries are similar. We are severely lacking in communications, I mean railway communications which may unite these countries and so make it possible for greater co-operation and intercourse among the people of these three territories. I therefore urge upon the Government to construct a railway line from Quilon to Ernakulam and speed up with the work as early as possible.

Sir, a lot of money has been spent on previous occasions. A survey was made, if I remember aright, to explore the possibilities of constructing a railway from Quilon to Ernakulam, by Mr. Marini, an Engineer, and I think it has been left at that stage. Nothing.........

PRESIDENT: It is not correct. It was definitely turned down as being impracticable. The Government of India were of the opinion that Mr. Marini's scheme was utterly unsuitable and they used very strong language in regard to his scheme.

MR. S. SANKARANARAYANAN TAMPI: I would urge the Government to further explore the possibilities of constructing a railway from Quilon to Ernakulam which will unite Travancore, Cochin and British Malabar. If it is impossible to put Mr. Marini's scheme into effect—that is, through the coastal region—I would suggest that the railway can be extended through the centre of Travancore viz., from the south to say, Alwaye, because the ground along this portion is rocky. There are several portions of the land which remain idle without cultivation, and therefore to find a railway route through this course is not impossible. I therefore request the Government to further explore the possibilities of extending railways in Travancore so that unification of the three territories already mentioned may be achieved.

MR. A. K. BHASKAR. Is the honourable member aware that the existing railways are being dismantled and taken for war purposes?

MR. S. SANKARANARAYANAN TAMPI: For want of materials at present, the immediate construction of railways may not be possible. But what I want to bring to the notice of the Government is not the immediate construction of railways but the usefulness of constructing more railways at least at a future time. It was declared by the Dewan the other day that for a long time to come, the idea of constructing a railway from Quilon to Ernakulam would not be taken up for consideration.

MR. V. S. KRISHNA PILLAI (*Tovala cum Agastisvaram*): Does the honourable member desire that Travancore should be linked up to Tinnevelly also?

PRESIDENT: Order, order. The honourable members cannot address each other. They ought to address the Chair.

MR. V. S. KRISHNA PILLAI: Does the honourable member desire that South Travancore should be linked to other parts of India which are alike in culture and civilization?

MR. S. SANKARANARAYANAN TAMPI: I do not object to any number of miles of railways being constructed in the State. The larger the number of miles, the gladder I shall be. But in view of the Dewan's recent declaration that it is the policy of Government not to construct railways for a long time to come, I place before the House my suggestion that as far as possible railways should be constructed in the State on a large scale out of State funds and facilities for the unification of the race be made more and more available.

MR. C. K. SANKARA PILLAI: Is it because that the President said that there is no possibility of extending railways that the honourable member wants more railways, or is it because he really feels that, for the unification of race, more railways are necessary?

MR. S. SANKARANARAYANAN TAMPI: The honourable member has completely misunderstood my point. I said that the Dewan declared recently that it was not the intention of Government to construct any more railways in the immediate future or for a long time to come. And I therefore suggested that the policy of Government might be revised.

MR. M. L. JANARDHANA PILLAI: Is the honourable member in order?

PRESIDENT: He is perfectly in order. He says that the Dewan has taken a certain line, which in his opinion, is wrong. He puts to this House the suggestion that more railways should be constructed. He is perfectly in order.

MR. K. K. CHELLAPPAN PILLAI: Sir, my cut motion is the outcome of the sight I see now and the experience I had in the railway station some days back; which is of usual occurrence especially after the commencement of the war. In these times, the railway services have decreased in number, but the number of passengers has considerably increased. Motor traffic has also become few and far between. Difficulties experienced by people at large on this account have been many and varied.

The point I want to submit is this. The rolling stock which the Government of India will be able to release now-a-days is only small. Further, the embarrassment which the people are undergoing is considerable. Therefore, to relieve the difficulties of the people on a very important matter like travelling, I would suggest to Government to influence the Government of India to release some of the rolling stock in their possession for use in our country, so that some more services may be introduced in the line. It is really a pitiful sight to see people, women and children especially, waiting from morn till dusk and from dusk to morn, every day, at motor stands and railway stations for purposes of travel. Again, the passengers are huddled together in vehicles. All these happenings would induce any man to bring a cut motion to discuss the policy of the Railway Department.

Because of over-crowding, two or three fold, in bus services, we must necessarily turn our eyes to railways. As regards the extension of railways, I support fully the views expressed by my honourable

friend Mr. Sankaranarayanan Tampi. Any system of railway communication is quite necessary for a civilised state. The development of the coastal transport system which our Government have under contemplation is also good. Of course, canals may be improved and the introduction of a cheap transport system thereby is beneficial. But that may be used for the transport of materials and commodities from Cochin to Quilon and Trivandrum. For passenger traffic, a connecting link from Kottarakara to Ernakulam or Alwaye, is a desirable step to be thought of. The expenditure for such a scheme may be immense. But in the post-war reconstruction programme which comprises certain important measures, a scheme for extensions of railways, may be outlined and possibilities thereof explored. With these suggestions, I support the motion.

MR. S. MUTHUKARUPPA PILLAI (*Tovala cum Agastisvaram*): I urge on the Government that it is very essential that the railway be extended to Cape Comorin and the British Government be requested to link it with Tinnevelly. Such a line will be very useful when the Colachel or the Leepuram or both the harbours are developed. It is all the more essential, Sir, when we consider the village system in South Travancore as found in the adjoining districts of British India. I am of opinion that it will not be a losing concern. With these few words, I support the motion.

MR VARKALA K. MADHAVAN: Sir, I understand that the existing agreement between the South Indian Railway Company and our Government will terminate shortly and that our Government will be forced to take over the administration of railways. We have only 98 miles of railways in our State, whereas Mysore, Hyderabad and a few others have their own state railways of longer lengths. In the circumstances, it is not impossible for our State also to have our own State Railway. The reasons stated by the Dewan President for railway extensions do not apply to the Trivandrum Nagercoil line; but so far as Kottarakara Ernakulam line goes, his objections hold good. Sir, in South Travancore, there is no canal system. Even if the A. V. M. canal is improved, I do not think it will be fit for navigation throughout the year as the Quilon Alleppey canal, the reason being that the soil is rocky. In summer season, the canal will get dried up. To me it appears that on account of these handicaps, the canal was not maintained by the authorities in previous years. Therefore, the only possibility is to extend the railway so that the people may derive large benefit from it.

With regard to the line from Trivandrum to Quilon, one honourable member was speaking about the difficulties in purchasing tickets for travel. They are all due to the recent stopping of certain shuttle services. It is up to our Government to move the matter with the railway authorities and redress our grievance in that direction.

PRESIDENT: But they are likely to lessen still further the existing shuttle services throughout India.

MR. A. K. BHASKAR : Does the honourable member know that the railway companies are advertising that nobody need travel through railways on account of war conditions?

MR. VARKALA K. MADHAVAN : But the people must travel. Sir, after the war, soon after the Armistice, our railway workshops could provide work for thousands of technicians thrown out of War Service. So, it is my firm belief that an extension of railway line from Trivandrum to Nagercoil will be useful to the public. With these words, I support the motion.

MR. K. A. MAHOMED (*Quilon cum Kottarakara*) : എന്റെ സ്നേഹിതൻ മി. ശങ്കരനാരായണൻതമ്പി ഇവിടെ അവതരിപ്പിച്ച ഉപക്ഷേപത്തെ എതിർക്കേണ്ടിവന്നതിൽ ഞാൻ ഖേദിക്കുന്നു. ഇൻഡ്യയിലെ എല്ലാ റയിൽവേകളും അടുത്തകാലത്തുവരേ നഷ്ടത്തിലാണ് പ്രവർത്തനം നടത്തിക്കൊണ്ടിരിക്കുന്നതെന്ന സംഗതി എല്ലാവരും സമ്മതിക്കുന്ന ഒന്നാണ്.

MR. A. K. BHASKAR : ഇപ്പോൾ ലാഭത്തിലാണ് ഇരിക്കുന്നതെന്ന് ബഹുമാനപ്പെട്ട മെംബർക്കറിയാമോ ?

MR. K. A. MAHOMED : അടുത്തകാലംവരെ എന്നു ഞാൻ പറഞ്ഞതു് മെംബർ കേട്ടില്ലായിരിക്കാം. യുദ്ധം തുടങ്ങിയതിനുശേഷം മാത്രമേ ലാഭം ഉണ്ടായിട്ടുള്ളു. ഈ രാജ്യത്തു ൪൨ മൈൽ നീളത്തിലുള്ള റെയിൽവേക്കായി ൨ കോടി രൂപായിൽ കൂടുതൽ ചിലവാക്കിയിട്ടുണ്ടെന്നാണ് കണക്കുകൊണ്ടു കാണുന്നതു്. ഈ രൂപായ്ക്കു അടുത്തകാലംവരെ പലിശ കൊടുത്തുകൊണ്ടിരിക്കുകയായിരുന്നു. എന്നാൽ ഇപ്പോൾ റെയിൽവെ സംബന്ധിച്ചിടത്തോളം ഏതാണ്ടു ലാഭമുണ്ടെന്നു കണ്ടുതുടങ്ങീട്ടുണ്ട്. എന്നാൽ അതു ശാശ്വതമായ ഒരു ലാഭമല്ല.

MR. K. A. MATHEW : റയിൽവേ കമ്പനിക്കാർ എത്ര ഡിവിഡന്റു കൊടുത്തുകൊണ്ടിരിക്കുന്നു എന്നു പറയാമോ ?

MR. K. A. MAHOMED : ഗവണ്മെന്റുകൾ "സബ്സിഡി" കൊടുത്തിരുന്നതുകൊണ്ടാണ് ഡിവിഡന്റു ഭാഗിക്കുവാൻ കമ്പനികൾക്കു സാധിച്ചതു്. ഒരു മൈൽ റയിൽവേ നീട്ടുന്നതിന് ൨ ലക്ഷം രൂപാ ചിലവുണ്ട്. മൈസൂരിലോ, ഹൈദരാബാദിലോ തിരുവിതാംകൂറിലെപ്പോലെ ജലഗതാഗതങ്ങളും ഇല്ലെന്നുള്ള കാര്യം ബഹുമാനപ്പെട്ട മെംബർ ഓർക്കുമെന്നു വിചാരിക്കുന്നു. അവിടെ റെയിൽവേയെ മാത്രം ആശ്രയിക്കേണ്ടതായിരിക്കെ, ഇവിടെ ജലമാർഗ്ഗേണയുള്ള ഗതാഗതത്തിനും കൂടി സൗകര്യമുണ്ടെന്നുള്ള പരമാർത്ഥം മറക്കുവാൻ പാടില്ല. തെക്കൻതിരുവിതാംകൂറിലെ എ. വി. എം. കനാലിന്റെ അടുത്ത പുനരുദ്ധാരണപദ്ധ

തിയിൽ ഒരു പ്രത്യേക പരിഗണന ലഭിക്കുമെന്നും അതിനു ശരിയായ പ്രാധാന്യം കൊടുക്കുമെന്നും ഇവിടെ പറയുകയുണ്ടായി. അങ്ങനെ നടക്കുന്നപക്ഷം കൊച്ചി ഹാർബറിൽ നിന്നും തെക്കൻതിരുവിതാംകൂർവരെ ജലമാർഗ്ഗഗതാഗതം സുഗമമായിത്തീരുന്നതാണ്. അപ്പോൾ പുതിയ റെയിൽവേയ്ക്കു ചെലവാക്കുന്ന പണം ബുദ്ധിപൂർവമായിട്ടാണോ ചെലവാക്കുന്നതെന്ന് ഗാഢഗൌരവപൂർവം ചിന്തിക്കേണ്ട ഒരു വിഷയമാണ്. എന്തുകൊണ്ടെന്നാൽ ഒരു റെയിൽവേ തിരുവിതാംകൂറിൽ കൂടുതലായി ഉണ്ടാക്കുന്നപക്ഷം അതുകൊണ്ട് ഗവൺമെൻറിന് ശരിയായ മുതലെടുപ്പ് ഇല്ലെന്നു തെളിയും. അപ്പോൾ മറെറാരുവിധത്തിൽ വിനിയോഗിക്കപ്പെടാൻ പാടില്ലാത്ത വിധം അതൊരു ഭാരമായി തീരും; ഓവർഹെഡ് ചാർജസ്സ് തുടർന്നു ഗവൺമെൻറിൽനിന്നും വഹിക്കേണ്ടതായി വരും. മററുവിധത്തിൽ പറഞ്ഞാൽ റെയിൽ സ്ഥാപിച്ചുകഴിഞ്ഞു അതുകൊണ്ടു ഉപയോഗമോ ലാഭമോ ഇല്ലെന്നു തെളിഞ്ഞാൽ ഉടനെ വേറെവിധത്തിൽ ഉപയോഗിക്കാൻ പാടില്ലാത്ത ഒരു ഡെററുവേയ്റ്റായി തീരും. നേരേമറിച്ച് ഗവൺമെൻറു ഇവിടത്തെ ബാക്കുവാട്ടർ ട്രാൻസ്പോർട്ടു വിപുലപ്പെടുത്തുകയാണെങ്കിൽ ഈ റെയിൽവേയ്ക്കു ചിലവാകുന്നതിൽനിന്ന് വളരെ കുറച്ചു പണം മാത്രം അതിനു ചെലവാക്കിയാൽ മതിയാകുന്നതാണ്.

MR. K. K. CHELLAPPAN PILLAI: ബോട്ടുകൾ വളരെ സാവധാനത്തിലേ പോകുകയുള്ളു എന്നു മെംബർക്കറിയാമോ?

MR. K. A. MAHOMED: വളരെ വേഗത്തിൽ പോകുന്ന ബോട്ടുകളും അടുത്തകാലത്തുണ്ടായിട്ടുണ്ടെന്നു ഞാൻ വിചാരിക്കുന്നു.

MR. K. K. CHELLAPPAN PILLAI: ഇപ്പോൾ വളരെ വേഗത്തിൽ പോകുന്ന ബോട്ടുകൾക്കും ട്രെയിനിൻെറ വേഗത ഒരിക്കലും കിട്ടുകയില്ലെന്നു മെംബർ സമ്മതിക്കുന്നുണ്ടോ?

MR. K. A. MAHOMED: അറിയാം. എന്നാൽ ചിലവാകുന്ന പണത്തിൻെറ വ്യത്യാസംകൂടി പരിഗണിക്കേണ്ടതാണ്.

സർ, എന്നാൽ റെയിൽവേയ്ക്കു വേണ്ടിവരുന്ന ചെലവിൻെറ അഞ്ചോ, പത്തോ അംശം മാത്രമെ ഇതിന് ചിലവു വരികയുള്ളു എന്നുള്ള കാര്യവും ഓർക്കേണ്ടതാണ്. കൊച്ചി ഹാർബറിൽ നിന്നും ആലപ്പുഴയ്ക്കും, കൊല്ലത്തും, തിരുവനന്തപുരത്തും അവിടെ നിന്നും തെക്കൻതിരുവിതാംകൂറിലേയ്ക്കും വെള്ളത്തിൽകൂടിയുള്ള ഗതാഗതം വിപുലപ്പെടുത്തുന്നതിനു ഒരു പദ്ധതിക്കായി ആലോചിക്കുന്നു എന്നുള്ള കാരണം മാത്രം

[Mr. K. A. Mahomed.]

കൊണ്ട് ഒരു റെയിൽവേ വേണമെന്ന് ആവശ്യപ്പെടുന്നത് ശരിയല്ല. അത് ആലോചിച്ചു നോക്കുന്നപക്ഷം വളരെ കൂടുതൽ ചെലവ് വേണ്ടി വരുമെന്നുള്ളതിന് യാതൊരു സംശയവുമില്ല. ഹെവിലോഡുസ് കൊണ്ടുപോകുന്നതിന് വാട്ടർ ട്രാൻസ്പോർട്ടും Light Load-ന റോഡും മതിയാകുന്നതാണ്. സാമ്പത്തികമായി വളരെ ലാഭം ഉള്ളത് വെള്ളത്തിൽ കൂടിയുള്ള ഗതാഗതമാണെന്ന് കച്ചവടക്കാരോടു ചോദിച്ചാൽ തന്നെ അറിയാവുന്ന ഒരു കാര്യമാണ്. ഈ അവസരത്തിൽ ഒരു സംഗതികൂടി ഗവണ്മെൻറിൻെറ ദൃഷ്ടിയിൽ കൊണ്ടുവരണമെന്നു ഞാൻ ആഗ്രഹിക്കുന്നു. കോസ്റ്റൽ ട്രാൻസ്പോർട്ട് ഏറ്റെടുത്തതുപോലെതന്നെ തിരുവിതാംകൂറിലെ കായലുകളിൽകൂടിയുള്ള ഗതാഗതം കുറെയെങ്കിലും ഗവണ്മെൻറു ഏറെറടുക്കണമെന്ന് എനിയ്ക്ക് അപേക്ഷയുണ്ട്. ആഹാരസാധനങ്ങൾ കൊണ്ടുവരുന്നതിനായി ഒട്ടധികം വള്ളങ്ങൾ ഗവണ്മെൻറു കമാൻഡിയർ ചെയ്തിരിക്കുന്ന ഇക്കാലത്തു കച്ചവടക്കാർക്കു കൊച്ചിയിലും മററു സ്ഥലങ്ങളിലും നിന്ന് സാമാനങ്ങൾ കൊണ്ടുവരുന്നതിന് വളരെ പ്രയാസങ്ങൾ നേരിട്ടുകൊണ്ടിരിക്കുകയാണ്. മധുരക്കമ്പനിക്കാർ ഇപ്പോൾ നടത്തിവരുന്നതുപോലെയുള്ള ബാർജ് സർവീസുകൾ ഗവണ്മെൻറിൽനിന്നും ഏറെറടുത്തു നടത്തുന്നപക്ഷം അത് വലിയ ഉപകാരമായിരിക്കുമെന്ന് ഗവണ്മെൻറു അറിഞ്ഞിരിക്കേണ്ടതാണ്.

നമ്മുടെ വനങ്ങളിൽ ധാരാളം തടികൾ ഉണ്ട്. കയറും ഇവിടെ സുലഭമായി കിട്ടുന്നുണ്ട്. അതിനാൽ ഇവിടെ വള്ളങ്ങൾ ധാരാളം പണിയുന്നതിന് സാധിക്കുന്നതാണ്. അതുപോലെതന്നെ ബാർജ്ജുകൾ ഉണ്ടാക്കുന്ന വിഷയത്തിൽ ഗവണ്മെൻറിനു യാതൊരു പ്രയാസവുമില്ല. കുറച്ചു tug (ററഗ്)കൾകൂടി വാങ്ങിക്കുവാൻ സാധിക്കുന്നപക്ഷം കോസ്റ്റൽ ട്രാൻസ്പോർട്ടുപോലെ കായലിൽകൂടിയുള്ള ട്രാൻസ്പോർട്ടും ഗവണ്മെൻറിൽ നിന്നും ഉടനെ തുടങ്ങുവാൻ സാധിക്കുന്നതാണ്. അങ്ങനെ ചെയ്യുന്നപക്ഷം അതു വളരെ പ്രയോജനമായിരിക്കുമെന്നും അതിനുള്ള പദ്ധതികൾ ഉടനെ ആരംഭിക്കണമെന്നും അപേക്ഷിക്കുന്നു.

MR. M. L. JANARDHANA PILLAI: Sir, in moving the motion, the honourable member Mr. Sankaranarayanan Tampi pointed out certain difficulties in the course of railway travels, and therefore requested for the provision of certain conveniences to the travelling public. If that alone was the object, I would not have intervened in this debate. It was also said by him that this motion is intended for the purpose of drawing the attention of Government for opening more railways in the

State. Sir, it is a well understood theory accepted by commercial men and economists that railways should be opened only where there are no other systems of cheap transport, particularly water borne traffic. It was, I believe 12 years or so back, when the Madras Government called together a conference of leading industrialists of the West coast along with the representatives of Travancore and Cochin Governments as well as the Cochin Harbour authorities to discuss the extension of railways. The matter was discussed at great length. It was observed then that no extension of railways on the border line of west coast and covering the distance between Ernakulam and Kottarakara or via Alleppey and Quilon would be justified in view of the enormous expenditure involved in the scheme and also in view of the possibility of running cheaper modes of transport right through the country. Again, as was pointed out just now by a previous speaker, investments on this venture would be very large, and it will not be possible to get back either our capital or a fair return on the investment. For these, very valid reasons, other methods of transport preferably by backwater wherever it is available, must be explored. That is a wholesome step from the point of view of cheapness. In the case of transport by road, motor buses being mobile objects could be transferred from one place to another if it ceases to be a paying concern. Such will not be the case with railways. If a line becomes non-paying the railway constructed there could not be removed to any other place. Further, opening of a railway is a costly business. Such being the case, it will be the greatest folly to think of constructing new railways.

We have already burned our fingers in the past. It is only on account of the war that we are getting some return for the capital invested and I am afraid, that after the war we are likely to go back to our old position. Therefore, Sir, Government should think not once but ten times before they think of embarking on that venture.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ എതിർക്കുന്നു. ഒരു അനിശ്ചിതമായ ഭാവിയിൽ റെയിൽവേ വർദ്ധിപ്പിക്കേണ്ട ആവശ്യം ഉണ്ടോ, ഇല്ലയോ എന്നു നാം ഇപ്പോൾ ചിന്തിക്കേണ്ടതായിട്ടില്ലെന്നാണു എന്റെ അഭിപ്രായം. ഈ പ്രശ്നം ഏതുവിധത്തിലാണു് തീർച്ചചെയ്യേണ്ടതു് എന്നുള്ളതിലേക്കു ആവശ്യം വേണ്ടിയിരിക്കുന്ന പ്രാരംഭാന്വേഷണങ്ങൾക്കായി നാം ചെലവിടുന്ന പണംകൊണ്ടു് ജനോപകാരപ്രദങ്ങളും അത്യന്താപേക്ഷിതവുമായ മറ്റെന്തെങ്കിലും കാര്യം നടത്തുന്നതായാൽ ഈ അവസരത്തിൽ ജനങ്ങൾക്കു് കൂടുതൽ ശ്രേയസ്കരമായിരിക്കും. സർ, ൧൧൧൮-ലെ അഡ്മിനിസ്ട്രേഷൻ റിപ്പോർട്ടു് അനുസരിച്ചു് തിരുവിതാംകൂറിൽ ആകെ ൯൮ മൈൽ നീളം റെയിൽവേ ഉണ്ടെന്നും അവയ്ക്കുവേണ്ടി ഒരു വമ്പിച്ച തുക ചെലവായിട്ടുണ്ടെന്നും കാണാം. അതായതു്,

[Mr. Puliyoor T. P. Velayudhan Pillai]

കൊല്ലം—ചെങ്കോട്ട റയിൽവെ—	൧൩൯.൮൦	ലക്ഷം രൂപാ
കൊല്ലം—തിരുവനന്തപുരം —	൭൦.൮൯	,,
ചാക്ക—തിരുവനന്തപുരം സെൻട്രൽ—	൨ ൬.൩൫	,,
ആകെ —	൨൧൮.൩൭	ലക്ഷം രൂപാ

ഇതിൽനിന്നും യുദ്ധകാലപരിതസ്ഥിതികൾ ആവിർഭവിക്കുന്നതിനും സാധനങ്ങളുടെ വിലയുടേയും കൂലിയുടേയും ചിലവ് ഏററവും കുറവായിരുന്ന കാലഘട്ടത്തിൽതന്നെയും തിരുവിതാംകൂറിൽ ശരാശരി ഒരു മൈൽ നീളത്തിൽ റയിൽവേ നീട്ടുന്നതിനു ൨,൨൩,൪൧,൨ രൂപാ ചിലവായിട്ടുണ്ടെന്നു കാണാൻ കഴിയും. സർ, ഇത്രയും വമ്പിച്ച തുക ചെലവാക്കിയിരിക്കെ, ഇനിയും റെയിൽവെ വികസനാവശ്യത്തിനുവേണ്ടി പണം ചെലവാക്കുന്നതു് യുക്തിപൂർവ്വമല്ല. ബ്രിട്ടീഷ് ഇൻഡ്യയും തിരുവിതാംകൂറുമായി ഈ വിഷയത്തിൽ താരതമ്യപ്പെടുത്തേണ്ട ആവശ്യം രണ്ടു കാരണങ്ങളാൽ ഇല്ലെന്നാണ് എന്റെ അഭിപ്രായം. അതിൽ ഒന്നാമത്തേതു്, ബ്രിട്ടീഷ് ഇൻഡ്യയിൽ വില്ലേജ് സിസ്റ്റം അനുസരിച്ചു ജനങ്ങൾ സമൂഹങ്ങളായി താമസിച്ചുവരുന്നതുകൊണ്ടും അപ്രകാരമുള്ള ഒരു വില്ലേജിൽനിന്നും മറെറാരു വില്ലേജിലേക്ക് ൭-ം, ൩-ം മൈൽ ദൂരം ഉള്ളതുകൊണ്ടും പ്രധാന വില്ലേജുകളിൽ റയിൽവെസ്റ്റേഷനുള്ളതുകൊണ്ടും ജനങ്ങളുടെ ഗതാഗതസൌകര്യത്തിനു ബ്രിട്ടീഷ് ഇൻഡ്യയിൽ റയിൽവെ താരതമ്യേന സൌകര്യപ്രദമാണെന്നു വിചാരിക്കാം. നേരെമറിച്ചു തിരുവിതാംകൂറിൽ ജനങ്ങൾ രാജ്യത്തിന്റെ വാസയോഗ്യമായ എല്ലാഭാഗങ്ങളിലും നിബിഡമായും നിരന്നും താമസിച്ചു വരുന്നതിനാൽ റയിൽവേസ്റ്റേഷനു സമീപത്തു താമസിക്കുന്നവർക്കല്ലാതെ റയിൽവേകൊണ്ടു സാരതരമായ പ്രയോജനം സിദ്ധിക്കുന്നതിനു മാർഗ്ഗമില്ല. രണ്ടാമതു തിരുവിതാംകൂറിനെ അപേക്ഷിച്ചു് ബ്രിട്ടീഷ് ഇൻഡ്യയിൽ, ജലമാർഗ്ഗസഞ്ചാരത്തിനു സൌകര്യമില്ല. തിരുവിതാംകൂറിന്റെ ഒരററം മുതൽ മറെറ അററം വരെ നാമമാത്രമായ ചിലവിന്മേൽ ഗതാഗതം നിർവ്വഹിക്കുന്നതിനു അനുയോജ്യമായവിധം ജലാശയങ്ങൾ തൊട്ടുകിടക്കുന്നതായി നമുക്കു അറിവുള്ളതാണല്ലോ. ഈ നിലയിലുള്ള ഗതാഗതസൌകര്യം വർദ്ധിപ്പിക്കുന്നതിനു ഗവൺമെൻറു കൈക്കൊണ്ടിരിക്കുന്ന നയം ഏററവും ആദരണീയമാണ്. ഇങ്ങനെയുള്ള ജലാശയങ്ങളുടേയും നദികളുടേയും സ്ഥിതിഗതികൾകൊണ്ടു് ഇനിയും ഉത്തരതിരുവിതാംകൂറിലേ

ക്ക റെയിൽവേ നീട്ടുന്നതു വളരെ വ്യയഹേതുകമായിരിക്കുമെന്നുള്ളതും വിസ്മരിക്കാവുന്നതല്ല. മൂന്നാമത്ത് യുദ്ധാരംഭത്തിനു മുൻപായി, നാം മിക്കപ്പോഴും പേപ്പറിൽ വായിച്ചിട്ടുണ്ട്. റോഡും റെയിൽവേയും തമ്മിലുള്ള മത്സരം (Rail road competition) റോഡുകളുടെ വർദ്ധനവുമൂലം റെയിൽവേകളും പ്രവർത്തനപരിപാടിയിൽ പരാജയപ്പെട്ടിട്ടുണ്ട്. താൽക്കാലികമായ ഈ യുദ്ധപരിതസ്ഥിതികൊണ്ട് നമുക്ക് റെയിൽവേയിൽനിന്നും പക്ഷേ വലിയ ഒരു ആദായം കിട്ടിയേക്കാം. എങ്കിലും യുദ്ധം അവസാനിച്ചാലുടനെ റെയിൽവേകൊണ്ട് നഷ്ടമാണുണ്ടാകുന്നതെന്നു ഭൂതകാലത്തെ അനുഭവം നമ്മെ ധാരാളം പഠിപ്പിച്ചിട്ടുണ്ട്. ഇതിലേക്കു ചിലവാക്കേണ്ടിവരുന്ന സംഖ്യയിൽ ഒരംശംകൊണ്ടു എം. സി. റോഡിലും എം. എസ്സ്, റോഡിലും ഇരുവശങ്ങളിൽനിന്നും വന്നു സന്ധിക്കുന്ന എല്ലാ ഉപറോഡുകളും നന്നാക്കി ഗതാഗതത്തിനു സൗകര്യപ്പെടുത്തുന്നപക്ഷം രാജ്യത്തെ എല്ലാ ഉൾനാട്ടുകളും പ്രധാനപട്ടണങ്ങളുമായി ഘടിപ്പിച്ചു ജനങ്ങളുടെ സാമുദായികവും സംസ്കാരികവും സാമ്പത്തികവുമായ ഉൽക്കർഷത്തിനും തന്മൂലം കാരണമായിത്തീരുന്നതാണ്. അങ്ങിനെ റോഡിനെ വികസിപ്പിക്കുന്നതുനിമിത്തം കർഷകർ അധിവസിക്കുന്ന ഉൾനാട്ടുകളിലേക്ക് കൃഷിക്കുപയുക്തമായിരിക്കുന്ന വളം, മററു സാധനസാമഗ്രികൾ മുതലായവ ശേഖരിച്ചു കൊണ്ടുപോകുന്നതിനും കാർഷികോല്പന്നങ്ങൾ ഉൾനാട്ടുകളിൽനിന്നും വിപണികളിൽ കൊണ്ടുപോയി ക്രയവിക്രയം ചെയ്യുന്നതിനും തദ്വാരാ രാജ്യക്ഷേമത്തിനും അതു് എല്ലാവിധത്തിലും സഹായകരമായിത്തീരുന്നതാണെന്നു പ്രസ്താവിച്ചുകൊണ്ട് ഉപക്ഷേപത്തെ എതിർക്കുന്നു.

MR. P. S. NATARAJA PILLAI: Sir. I wish to participate in this discussion to bring forward or ventilate a local grievance. From the Trivandrum Central Station, we have only two up trains going. This is a starting station. A notice at the station says that throughout the twenty-four hours of the day tickets are being sold. But, Sir, what is really happening, as a matter of fact, is that tickets are sold only just one hour before the starting of the train. I can understand tickets being sold according to the capacity of the trains in the intermediate stations, one hour before its arrival, but at the starting station to restrict the time and the number of tickets is not reasonable to put it at the least. So, what I would suggest is that our representative in the Railway Advisory Board should take up the matter there and induce them to issue instructions to the Central Station Master here that tickets should be made available throughout the twenty-four hours of the day and when the maximum capacity of the train has been reached to put up a notice to the effect that tickets have been sold.

MR. E. G. SALTER: Then, may I ask the Honourable member, are we to close down all the stations in Travancore for the benefit of Trivandrum?

MR. P. S. NATARAJA PILLAI: Being a starting station there could be no difficulty. The people will be getting out in the intermediate stations and then tickets could be issued for going up.

Sir, this is a practical difficulty. A number of persons crowd in the station and there are so many other difficulties just as we meet with in the transport bus stand. But we do not want to duplicate them at the Railway station. I would therefore suggest that our representative should try to get instructions issued to the Central Station Master by the Railway Advisory Board, to issue tickets throughout the day.

There is another practical difficulty. Railway rules provide that when a passenger purchases a first-class or second-class ticket he could claim two or three third-class tickets for the sake of his servants or other persons. As a rule, this the Central Station Master here refuses. I am not for changing the rules. However well intentioned they may be, in the actual working of them the people are put to great difficulty. Our representative must earnestly put forward this aspect of the matter and get the grievances redressed.

Sir, there is another point, a bigger question, brought to the notice of the honourable House. I do not wish to enter at this stage on the merits or demerits of the expansion of the Railway system to other parts of Travancore or to go into the topic of road and rail competition or into the erudite question of the economic policy that should be kept in view.

MR. C. K. SANKARA PILLAI: Sir, I too am of opinion that there is a practical difficulty in getting tickets from the Trivandrum Central Station. I associate entirely with the views expressed by my honourable friend Mr. Nataraja Pillai and I wish to bring to the notice of this House that when we are discussing practical questions or when cut motions are being moved to bring to the notice of the Government certain grievances or other matters which affect the public in general we have to view them purely from the stand point of public feeling and necessarily to forget for the moment the person or the party that brings or sponsors those questions.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I rise to a point of order. Is it right on the part of the honourable member to say that? That would mean that personalities are taken into consideration in the course of the debate.

PRESIDENT: That is his impression.

MR. C. K. SANKARA PILLAI: Sir, I do not hear.

PRESIDENT: The honourable member raised a question of order as to whether you were in order in making these observations. I said you were.

MR. C. K. SANKARA PILLAI: Now, Sir, the practical difficulty of getting tickets in this station is really a difficulty and needs immediate remedy either through the Government or through the Adviser to the Railway Board representing Travancore. When it is put down that for twenty-four hours tickets will be available to give them only about two hours before a train leaves is to cause great hardship to the people. Sir, this is a matter which needs immediate attention of the Government. To urge this fact and to bring to the notice of the Government and the authorities concerned the necessity for remedying the situation at the earliest opportunity, I support the motion.

PRESIDENT: Order, order. There were certain very real grievances brought to the attention of the Government. Those grievances have now to be adjusted by correspondence between this Government and the Government of India. Honourable members of the Legislature are aware that during the last two months the South Indian Railway administration has changed hands. The Railway system is no longer vested in the South Indian Railway Company which was an incorporated company in Great Britain. It has now been purchased by the Government of India so that the South Indian Railway is the property of the Government of India. The Government of India have stated quite recently that they would allow the same system and the same personnel to continue for the time being so far as the railway is concerned although a change of ownership has taken place. The grievances which have been brought to the notice of the House by honourable members, including the mover will be transmitted to the Government of India. This Government entirely and wholly sympathise with the demands made on the floor of the House and the full support of this Government will be given for the purpose of easing the somewhat difficult situation that has arisen at the present moment. I may add, however, that this is not peculiar to Trivandrum as honourable members who have some experience of purchasing tickets and of securing accommodation in places like Madura, Madras or Bombay can testify. But in the whole of this discussion whether with regard to specific grievances or with regard to expansion of the Railway, one matter has been lost sight of, in my opinion, and that is, much of what to-day appears to be irksome or difficult is of a transitory character. Honourable members will recollect that many of the branch lines in India have been thoroughly dismantled and their permanent railway stock and the rails have been transported elsewhere for purposes of war. In the South Indian Railway, especially in the portion between Quilon and Shencottah and between Virudunagar and Shencottah a certain number of passenger vehicles and trucks has been taken away from the stock. The Government of India have asked our permission, because we are in the relation of partnership, and naturally when it was stated that the permission was required in view of the exigencies of the war, this Government could not negative that request. The result is that both in the matter of passenger traffic and goods in Travancore the railway is running very short. Therefore, they have started propaganda to make the people "travel less." and

[President]

there is difficulty in getting tickets and accommodation. In places like Delhi and Bombay there is a very thriving market in tickets, tickets often changing hands at twenty or thirty times their nominal value. But, these are what may be called transitional matters and I may at once say that the grievances that have been brought to the notice of the House will be transmitted to the Government of India and as much advocacy as is competent with this Government used in remedying matters.

There is another matter which has to be fairly and squarely dealt with in as much as a certain amount of misapprehension has arisen and is existing not only within the State but outside. I read with interest a pronouncement made by my good friend Sir George Boag, the Dewan of Cochin, wherein he envisaged the possibility of a railway between Kottayam and Ernaculam. In order that there might not be any misunderstanding or fear either here or elsewhere, let me make a few things absolutely clear.

In the first place, many years before the war, when steel and wood and various alloys which are necessary for the purpose of construction of rails, locomotives and trucks were very cheap, the 98 miles of railway that we are now having cost two crores of rupees. It was a most misconceived and almost an impossible scheme brought into existence due to the misdirected energies of a gentlemen called Mr. Marinee. He had the alternative of extending the railway from Virudunagar to Trivandrum or from Nagercoil to Trivandrum or from Trivandrum to Quilon. I do not want to go into the reasons why the present route was chosen. Both the Government of India and this Government have very definite views regarding the matter, but those views are hardly fit to be stated in public. But the position is something even more complicated than that. At the present moment, this stretch of route is meter gauge. The whole of the railway line up to Cochin is broadgauge. One of our main difficulties today is that whenever traffic starts from Madras or Bombay or Delhi and goes to Cochin there must be a break of gauge before any goods or passengers are transported from Cochin to Travancore. We have laid a meter gauge line—why a meter-gauge was chosen, nobody knows excepting Mr. Marinee. But the result has been that meter gauge involves light railways. Meter gauge involves a different principle in the method of dealing with the permanent way. The culverts, bridges, causeways, etc., are constructed on a different principle and with different standards so that if there is to be connection with Cochin a broad gauge line will have to be contemplated. A broad gauge line means, if that line is to take effect in the stretch of country from Quilon to Shencottah, a break of gauge either at Virudanagar or at Quilon, because the main South Indian line is also laid on the meter-gauge. Therefore, you cannot change the meter gauge line from Virudanagar to Trivandrum and have a broad gauge line, Supposing we make up our minds to have a broad gauge line, then, the whole of the rails will have to be taken, the whole of the permanent way reconstructed, which means according to reasonable estimates on pre-war standards a cost of about seven to eight crores apart from the question

of expenditure on the carriages and the locomotives. Supposing, however, it is argued that there might be a meter gauge line between Virudunagar and Trivandrum, but there might be a broad gauge line from Kottayam to Ernaculam through Alwaye. Then the question arises, how many bridges have we to construct ? How many stretches of backwater have we to surmount and how many hills have to be tunnelled ? And making again an approximate estimate for that stretch of railway, it was found that according to the pre-war standards it might cost five crores of rupees and according to the present standards anything between ten and twelve crores.

Having done that, we are next left with the position that the expenditure that we shall incur, namely, twelve crores at least, will be wholly unnecessary and injurious to the best interests of the State because that amount will have to be taken from the amount which can otherwise be utilised for facilitating motor traffic, and improving our canals to carry by water transport our heavy traffic. Honourable members may refer to the state of affairs in Mysore. There is not a single navigable river in Mysore excepting the Cauvery, for about four miles. There are navigable rivers in Hyderabad, but they are navigable only for small stretches. It would be correct to say that south of the Vindhia mountains there is no stretch of country which could be compared to Cochin and Travancore, because here you have navigable canals right through from one end of the country to the other.

That Government have been guilty of allowing those canals to get out of order goes without doubt. Government have not bestowed as much attention as they should have done. But to divert ten crores even on a long-term policy would be necessarily to militate against the proper development of the canals of Travancore. Not only that, there is no doubt that no stretch of country can compare with Travancore and Cochin in the matter of possibility of roads. Having listened to the debate on the roads, I have come to the conclusion that there are certain grievances. Nevertheless, the extent of the roads is about 5200 miles which is thrice as much as any other unit possessing a proportionate area. Now, to take away a large sum of money from the development of roads for railways would necessarily mean a comparative neglect of the road transport, and the idea of Government therefore is that we are not justified in starting that experiment.

Another aspect also deserves consideration. Between the formation of the railway and the years before the war, we were running these railways at a loss. In other words, this Government year after year paid to the South Indian Railway Company certain moneys which ranged from rupees forty thousand to two lakhs a year as compensation for their loss. That went on for some ten or fifteen years and then conditions improved and we got about one to two per cent. during the next two years. This year and the last we have been making about nine per cent. out of it. But very soon we shall come back to the old order of things, because if petrol becomes available no sane man will travel along the South Indian Railway. I have said this in railway

[President.]

conferences and when I was member for Railways in 1932. In fact, it may be said that a swiftly moving man can overtake the train at any stage between Quilon and Shencottah. This experience must be well known to everybody and it may be said to be true not only in the case of journeys between Shencottah and Quilon, but throughout the South Indian Railway. Therefore, with our present materials and with our commitments it would be an act of suicidal mistake to venture upon any new experiment.

There is another aspect which must be borne in mind and that is, though there is a great deal to be said in favour of combination of country and country or inter-communication between country and country, there are two problems which will solve themselves in the years immediately succeeding the close of the war. Already, the roads of the world are in great peril. I am not speaking in an irresponsible way. With the possibility of flying a plane within a taking—off distance of forty feet, if and when the helicoptre comes into use in the urban centres, it is doubtful whether in urban traffic after the war the roads would be used at all. The roads will have in all probability heavy traffic and canal and road traffic will have very big tugs and trolleys run on diesel oil with which no railway can compete. Tomorrow we have to talk of crude oil and not of petrol as it is today. Unimaginably cheap fuels will be made available soon after the war and if the war ends this year in Europe and the next year in the Far East, we will be able to get fuel at about one-eighth of the present price. This has been worked out by competent persons and no railway competition with canal traffic run on cheap fuel and transport similarly done on cheap fuel can be successfully undertaken. Therefore, in dealing with this matter, both from the economical point of view and from the point of view of the disequilibrium between the meter gauge and the broad gauge and also from the point of view of facilitating other methods of traffic which so far as Cochin and Travancore are concerned are more efficacious than the railway, the Government have come to the conclusion that they would not change their policy of concentrating on road improvement and co-ordinating with it a system of canal transport where the traffic will not be purely one driven by human power, but by steam tugs or electrically operated or diesel tugs.

That is the scheme which the Government have in view. They have also set apart a very large sum of money for the improvement of coastal shipping. Agreements have been entered into with one of the most important companies in British India for partnership with that Company, for coastal traffic from Trivandrum to Karachi and Bombay. That will come into existence within three months' time. But, today it is necessary to improve the canals and if these advantageous methods of traffic are kept in view, it will be seen that rail traffic is a matter on which we need not concentrate now. If the Government of India are so kind as to remove the rail lines from Shencottah to Trivandrum, this Government will not raise any insuperable objection.

MR. S. SANKARANARAYANAN TAMPI: Sir, I withdraw the motion.

The motion was by leave of the House, withdrawn.

The question that Government be granted a sum of Rs. 89,800 under Demand XIV—Railways was put to vote and carried.

The demand was passed and the grant made.

DEMAND XV—STATE TRANSPORT.

MR. E. G. SALTER: Sir, I beg to move that Government be granted a sum of Rs. 42,97,529 under Demand XV—State Transport.

PRESIDENT: Order, order. I find here that all the motions on the first and second pages are out of order, but honourable members have apparently not taken much care about putting them in proper order. However, I will give them all an opportunity to speak. The first motion that is in order is that standing in the name of Srimati T. Narayani Amma and I will allow all the other honourable members who have given notices of cut motions to speak in relation to this.

Motion No. 12.

SRIMATI T. NARAYANI AMMA:

Sir, I move that the allotment of Rs. 86,342 for Administration be reduced by Re. 1.

The object of my motion is to urge the desirability of devising measures for regulating entry of passengers into buses at stations like Trivandrum and Nagercoil and Kottayam. Sir, before speaking on the motion, I feel it my duty to congratulate the Director of Transport for the steady progress of the transport scheme.

Sir, in moving this motion, I wish to draw the attention of the Government to some constructive suggestions for increasing the usefulness of the Department and for minimising the inconveniences caused to the passengers.

PRESIDENT: I do not want to ask the honourable member to strain her voice, but I would like her to speak a little louder. If you feel unable do not bother.

SRIMATI T. NARAYANI AMMA: Yes, Sir.

I do not forget the fact that already certain steps have been taken to regulate the entry of passengers at the Trivandrum Station. Sir, even at the Trivandrum station the rush of passengers is at times so very great that women and children and old men find it difficult to get into the buses. I shall not be surprised if some minor accidents occur in the Trivandrum Station when the passengers make a rush to get into the bus. It is caused by the unchecked elbowing and pushing resorted to by the sturdier section of the would be—passengers in their attempt to get into the bus first. Sir, here, as in the case of Express buses, provision should be made for the reservation of seats. If that is not possible tickets should be sold half an hour before each bus leaves the station and ticket holders must be given preference in entering the buses.

Another suggestion that I wish to make is that long distance passengers should be given preference. Some such discrimination should

[Srimati T. Narayani Amma.]

be made in admitting persons into the bus. I have seen, for instance, that long distance passengers had been kept standing the whole length of the journey. Sir, if short distance passengers get into the bus from the start and they occupy seats as and when seats become available, the long distance passengers will be put to much difficulty. Some arrangement must be made for giving preference to long distance passengers. Coupled with that, reservation of seats and the issuing of tickets half an hour earlier than the starting time of the buses should also be given effect to. With these observations, I move the motion for the consideration of the House.

MR. K. R. NARAYANAN : സർ, ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നതോടുകൂടി മൂന്നു പ്രധാനപ്പെട്ട കാര്യങ്ങളെ ഡയറക്ടറുടെ ദൃഷ്ടിയിൽ കൊണ്ടുവരുവാൻ ഞാൻ ആഗ്രഹിക്കുന്നു. തിരുവനന്തപുരത്തുനിന്നും കോട്ടയത്തേയ്ക്കുപോകുന്ന ഒരാളിനു ത്രൂ ടിക്കറ്റ് കൊടുത്തുവന്നിരുന്ന സമ്പ്രദായം ഇതിനു മുൻപുണ്ടായിരുന്നു. എന്നാൽ ഇപ്പോൾ അതില്ല. എക്സ്പ്രസ്സിൽ അല്ലാതെ സാധാരണ ബസ്സുകളിൽ ത്രൂ ടിക്കറ്റ് കൊടുക്കുന്നില്ല. അതുകൊണ്ട് കോട്ടയത്തേയ്ക്കുപോകേണ്ട ഒരു യാത്രക്കാരൻ കൊട്ടാരക്കരയിറങ്ങി അവിടെനിന്നും പുതിയ ടിക്കറ്റു വാങ്ങി കോട്ടയത്തേയ്ക്കു പോകേണ്ടിയിരിക്കുന്നു. കൊട്ടാരക്കരയുള്ളവരും തിരുവനന്തപുരത്തുനിന്നും വരുന്നവരും തമ്മിൽ കൊട്ടാരക്കര ഉണ്ടാകുന്ന തള്ളൽ അനുഭവിച്ചവർക്കേ അറിയാവൂ.

PRESIDENT : I have known Mr. K. R. Narayanan as able to speak in English. Mr. Salter is not able to follow the honourable member in Malayalam.

MR. K. R. NARAYANAN : I am sorry Sir, I am not able to express my ideas and thoughts in English. So kindly allow me to talk in Malayalam. Mr. Salter is trying to catch my points.

PRESIDENT : Order, order. In fact, I have asked Mr. Salter to make himself familiar with Malayalam. I do not want to curtail the liberty of honourable members to speak in any one of the three languages that are allowed on the floor of the House. I have told Mr. Salter definitely that he should, as far as this Department is one which affects the life of the people greatly, deal with the grievances specifically and entirely. But, how could he possibly do that when he is not able to understand or follow the honourable member.

Yes, honourable member may go on.

MR. K. R. NARAYANAN. ഒരു ദിവസം കൊട്ടാരക്കരവച്ച് എനിക്ക് ഒരു അനുഭവം ഉണ്ടായി. ബസ്സ് വിടുന്നസമയം അവിടെ ഭയങ്കരമായ ഒരു തിക്കുണ്ടായി. പോകുവാനുള്ള അത്യാവശ്യംകൊണ്ട് ഞാനും തിക്കുവാൻതന്നെ തീരുമാനിച്ചു. തിക്കിത്തിക്കി കാലിന്റെ കുറെ ഭാഗ

ത്തുള്ള തൊലി ആ ബസ്സയാത്രക്കാർ ഓഹരിവച്ചുകൊടുത്തതുകൊണ്ടാണു് യാത്ര തുടരുവാൻ സാധിച്ചതു്. യുദ്ധകാലത്തു യാത്രയ്ക്കുള്ള പ്രയാസം എനിക്കു് നല്ലവണ്ണം അറിയാം. എന്നാൽ കോട്ടയത്തുനിന്നും തിരുവനന്തപുരത്തേയ്ക്കും അവിടെനിന്നും കോട്ടയത്തേയ്ക്കും പോകുന്ന വക്ക് ത്രൂ ടിക്കറ്റു കൊടുക്കുന്നതിനു് യാതൊരു പ്രയാസവും യുദ്ധം മൂലം ഉണ്ടാകുന്നില്ല. കൊട്ടാരക്കരച്ചെന്നു് ബസ്സ് മാറുന്നുണ്ടെന്നു് ഞാൻ സമ്മതിക്കുന്നുണ്ടു്. പക്ഷെ ഇതിനു മുൻപു ചെയ്തതുപോലെ കൊട്ടാരക്കരയിൽനിന്നു് ബസ്സ് വിടുന്നതു് ത്രൂ ടിക്കറ്റുകാരുടെ കാര്യം പരിഗണിച്ചതിനുശേഷം മതിയാകും എന്നു് ഒരു ഏർപ്പാടു വയ്ക്കുന്നതുകൊണ്ടു് വൈഷമ്യം പരിഹരിക്കാവുന്നതാണു്.

രണ്ടാമത്തെ കാര്യം ഞാൻ ഇതിനു മുൻപു് ഡയറക്ടറുടെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നിട്ടുള്ളതും അദ്ദേഹം കഴിയുന്നതും പരിഹരിക്കാമെന്നു പറഞ്ഞിട്ടുള്ളതുമായ കാര്യമാണു്. കൊട്ടാരക്കര, കോട്ടയം, തിരുവനന്തപുരം മുതലായ സ്ഥലങ്ങളിൽ ആളുകൾക്കു് ഇരിക്കുവാൻ നല്ല വെയിറ്റിംഗ് ഷെഡ്ഡ് ഇല്ല. ഒരു വ്യാവസായിക ഡിപ്പാർട്ടുമെന്റായി ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെന്റിനെ പരിഗണിക്കുന്നില്ലാ എന്നു് ഡയറക്ടർ അവർകൾതന്നെ പറയുന്ന നിലക്കു വെയിറ്റിംഗ് ഷെഡ്ഡുകൾ സ്ഥാപിക്കുന്നതിൽ എന്തു വൈഷമ്യമാണു് ഉള്ളതു് എന്നു എനിക്കു മനസ്സിലാകുന്നില്ല.

ഇപ്പോൾ ബസ്സ് സ്റ്റാന്റിലുള്ള വെയിറ്റിംഗ് ഷെഡ്ഡുകൾ അതിന്റെ പ്രയോജനം ചെയ്യുന്നില്ല. ഇത്ര ലാഭകരമായി മുമ്പോട്ടു പോകുന്ന ഈ ഡിപ്പാർട്ടുമെന്റു കോട്ടയത്തും കൊല്ലത്തും തിരുവനന്തപുരത്തും യാത്രക്കാരുടെ സൗകര്യത്തിനുവേണ്ടി വെയിറ്റിംഗ് ഷെഡ്ഡുകൾ ഉണ്ടാക്കുന്നകാര്യത്തിൽ ഒട്ടും അമാന്തിക്കാൻ പാടില്ലാത്തതാണു്. മൂന്നാമതായി എനിക്കു ഡിപ്പാർട്ടുമെന്റിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവരുവാനുള്ള ഒരു പ്രധാനപ്പെട്ട സംഗതി സ്ത്രീകൾക്കു് ബസ്സിൽ കയറുവാനുള്ള പ്രയാസത്തെ സംബന്ധിച്ചാണു്. പുരുഷന്മാർ തിക്കും തിരക്കും സഹിച്ചു് കയറിയെന്നു വരാം. സ്ത്രീകളുടെകാര്യം വലിയ കഷ്ടമാണു്. ഈ അടുത്തകാലം വരെ സ്ത്രീകൾക്കു് ഇതു് വിഷയത്തിൽ മുൻഗണന നൽകിയിരുന്നു. ഇപ്പോൾ എന്തോ ചില പരാതികൾ അടിസ്ഥാനമാക്കി അതു നിറുത്തൽ ചെയ്യുകയും സ്ത്രീകൾ ഇക്കാര്യത്തിൽ കേവലം അശരണകളായിത്തീരുകയും ചെയ്തിരിക്കുന്നു.

MR. CHAZHIKKATTU JOSEPH: സ്ത്രീകൾ വണ്ടിയിൽ കയറുന്നതു സംബന്ധിച്ചു എന്തു പരാതിയാണു ഉണ്ടായിട്ടുള്ളതെന്നു പറയുവാൻ ദയവുണ്ടാകുമോ?

MR. K. R. NARAYANAN: സ്ത്രീകൾക്കു മുൻഗണന നൽകിയിരുന്നതു ചില പരാതികൾ നിമിത്തം നിറുത്തൽ ചെയ്തതായി ട്രാൻസ്പോർട്ടിലെ ചില ജോലിക്കാർതന്നെ എന്നോടു പറയുകയുണ്ടായി. എന്നാൽ അത്ര ഗൗരവമായ ഒരു പരാതിയോ കാര്യമായ ഒരു പരാതിയോ അല്ല.

MR. P. M. VARGHESE: സ്ത്രീകൾക്കു മുൻഗണന കൊടുക്കണമെന്നാണോ മെമ്പർ അഭിപ്രായപ്പെടുന്നതു്?

MR. K. R. NARAYANAN: ഞാൻ പറഞ്ഞതിന്റെ അർത്ഥം ഇങ്ങിനെയാണു മനസ്സിലാക്കിയതു് എങ്കിൽ ഞാൻ അതിൽ വ്യസനിക്കുകയാണു ചെയ്യുന്നതു്. കൊടുക്കണമെന്നു പറഞ്ഞാൽ കൊടുക്കേണ്ട എന്നാണു് ധരിക്കുന്നതെങ്കിൽ അതു് വല്ലാത്ത ധാരണയാണു്. ഡയറക്ടർ അവർകൾ ഇതൊരു പ്രധാന കാര്യമായി ഗണിക്കണമെന്നു അപേക്ഷിക്കുന്നു. ഈ അടുത്തകാലത്തു പത്തോ പന്ത്രണ്ടോ പുതിയ ബസ്സുകൾ ഡിപ്പാർട്ടുമെന്റിനു ലഭിച്ചിട്ടുള്ളതായോ ലഭിക്കാൻ ഇടയുള്ളതായോ അറിയുവാൻ ഇടയായി. തിരുവിതാംകൂറിലെ ഏററവും പ്രധാനപ്പെട്ട ഒരു ലൈനാണു കൊല്ലം—ആലപ്പുഴ ലൈൻ. പുതിയ ബസ്സുകൾ വന്നുകഴിഞ്ഞാൽ ഉടൻ ഈ ലൈൻ കൂടി ഗവൺമെന്റു ഏറെറടുക്കുന്ന കാര്യത്തിൽ ഒട്ടും അമാന്തിക്കരുതു്. അതുപോലെ വളരെ യാത്രാക്ലേശങ്ങൾ ഉള്ളതും തിരക്കുമൂലമുള്ള ഒരു ലൈനാണു ആലപ്പുഴ—അരൂർ. ഈ ലൈനും ഗവൺമെന്റിന്റെ അടിയന്തിര ശ്രദ്ധയിൽപെടേണ്ടതാണു്.

PRESIDENT: I may tell the honourable member that about an year ago I think we asked for a certain number of buses and all that we know is that nine have been released. They have not reached us.

MR. E. G. SALTER: We have received twelve last week. These are the chassis.

PRESIDENT: Yes, these must now be provided with bodies. Therefore, it is not a matter of immediate practical politics. I take it that the honourable member wants that the line should be extended to the Quilon-Alleppey route.

MR. K. R. NARAYANAN: Yes, Sir.

ബസ്സ് ഡിപ്പാർട്ടുമെൻറിൻെറ അധീനതയിൽ വരാൻ സൌകര്യമുള്ള കാലത്തു ഏററവും മുൻഗണന കൊടുക്കേണ്ടതു കൊല്ലം-ആലപ്പുഴ ലൈനാണ്. അതുപോലെതന്നെ തിരുവിതാംകൂറിൽ ഏതെല്ലാം ലൈൻ ഡിപ്പാർട്ടുമെൻറിനു എടുക്കുവാൻ കഴിയുമോ അതെല്ലാം എടുക്കുന്ന കാര്യത്തിലേയ്ക്കായി ഒരു പഞ്ചവത്സരപദ്ധതി തയ്യാറാക്കണം. അവസാനമായി എനിക്കു ഒരു കാര്യംകൂടി പറയുവാനുണ്ട്. വളരെ വർദ്ധമാനമായ ലാഭത്തോടുകൂടി പോകുന്ന ഈ ഡിപ്പാർട്ടുമെൻറിനു ചില വശങ്ങളിൽക്കൂടി നഷ്ടം വന്നുകൊണ്ടിരിക്കുന്നു എന്നു പറയുവാൻ ഞാൻ മടിക്കുന്നില്ല. ആഫീസിലെ ഇൻസ്ട്രുമെൻറുസ് സൂക്ഷിക്കുന്ന കാര്യത്തിലും ബസ്സിനു ആവശ്യമായ സാധനസാമഗ്രികൾ സൂക്ഷിക്കുന്ന കാര്യത്തിലും ഡിപ്പാർട്ടുമെൻറു കീഴ്സിൽബന്തികൾ ഒരലംഭാവമനോഭാവം പ്രദർശിപ്പിക്കുന്നതുകൊണ്ട് ഡിപ്പാർട്ടുമെൻറിന് ഒരു നല്ല നഷ്ടം വരുന്നുണ്ട്. അതെങ്ങിനെയുള്ള അറിവാണെന്നു പറയുവാൻ തുടങ്ങിയാൽ കീഴ്സിൽബന്തികളോടു ഡയറക്ടർ അവർകൾ വളരെ കഠിനമായി പെരുമാറിയെന്നു വന്നേയ്ക്കും. ഏതായാലും ഒരു കാര്യം വിനയപൂർവം അദ്ദേഹത്തെ അറിയിക്കുവാനുണ്ട്. അദ്ദേഹത്തിൻെറ നോട്ടം പലവഴിക്കും തിരിഞ്ഞുപോകുവാൻ ഇടയുള്ളതുകൊണ്ടും ഇപ്പോൾ യുദ്ധസംബന്ധമായ കാര്യത്തിൽക്കൂടി അദ്ദേഹം വ്യാപൃതനായിരിക്കുന്നതുകൊണ്ടും എല്ലാ സംഗതികളും പൂർണ്ണമായി അന്വേഷിക്കുവാൻ അദ്ദേഹത്തിനു കഴിയുന്നുണ്ടോ എന്നു സംശയമാണ്. ഇപ്രകാരം ഒരു നഷ്ടമായ സാഹചര്യം ഉണ്ടാകാതിരിക്കുവാൻ സമർത്ഥനായ ഡയറക്ടർ അവർകൾ ശ്രമിക്കുമെന്നു വിശ്വസിക്കുന്നു. ട്രാൻസ്പോർട്ടു ഡിപ്പാർട്ടുമെൻറിലെ ജോലിക്കാരുടെ പട്ടിക നോക്കിയാൽ ആവശ്യത്തിലധികം ജോലിക്കാർ ഇല്ലേ എന്നു എനിക്കു സംശയമുണ്ട്. അതിൻെറ തീരുമാനം അദ്ദേഹത്തിൻെറ മുൻപാകെതന്നെ വയ്ക്കുന്നു. ഞാൻ പറഞ്ഞതായ നാലു കാര്യങ്ങളും അതായതു ത്രൂടിക്കററു കൊടുക്കാതിരിക്കുന്നതു നിമിത്തം ഉള്ള ബുദ്ധിമുട്ടിനെ പരിഹരിക്കുക, സ്ത്രീകൾക്കു ബസ്സിൽ കയറുവാനുള്ള വിഷമം പരിഹരിക്കുക, പ്രധാനപ്പെട്ട എല്ലാ സ്റ്റേഷനുകളിലും വെയിററിംഗ് ഷെഡ്ഡുകൾ ഉണ്ടാക്കുക, ഇപ്പോൾ ഉണ്ടായിക്കൊണ്ടിരിക്കുന്ന നഷ്ടത്തിനു പരിഹാരം നേടുക, ഈ കാര്യങ്ങൾ ഡയറക്ടർ അവർകളുടെ ഗൌരവമായ ശ്രദ്ധയിൽ വരുമെന്നും അവയ്ക്കു ഉടനടി പരിഹാരം ഉണ്ടാകുമെന്നും പ്രതീക്ഷിച്ചുകൊണ്ട് ശ്രീമതി നാരായണി അമ്മ അവതരിപ്പിച്ച പ്രമേയത്തെ ഹാർദ്ദമായി പിൻതാങ്ങിക്കൊള്ളുന്നു.

MR. P. S. NATARAJA PILLAI: Sir, I think I am entitled to speak on the general management though I have tabled my motion to ....

PRESIDENT: Yes, certainly, you can speak about the general management.

MR. P. S. NATARAJA PILLAI: Sir, the Department claims to have made a very good profit, that is, 78% of its investment. Perhaps, the Department expects congratulation. No doubt, such a high percentage can never be dreamt of in normal times. But, if you want to examine how this has been effected and to what amount of suffering the travelling public has been put to in order to swell this profit, you will have only to turn to page 2 of the Administration Report where it is stated: "Fares for passengers as well as for parcels were increased, the former by 25 % and the latter by 50% and restrictive fares to 5 chs. for long routes and 3 chs. for short routes". Thus, first of all, the Department thought of increasing the fares to swell the profit; but it is pleaded it had another idea, that of restricting the passengers. But this sentence in the Report makes it clear how far they succeeded in that. "It is now abundantly clear that the increased business activities of the public in these days necessitate frequent travel at any cost and that the provision of adequate facilities in the form of increased services is the only solution to this problem."

Sir, it is not for the sake of luxury the people travel in these buses. It is probably insufferable pain to travel in these buses as the President has remarked as in the case of the South Indian Railway carriages. People have to hang on to the bars fixed to the top of the buses for miles together. During the monsoon months they will get wet and in the hot months of the year they will be sweating all through. People do not travel for the luxury of it; they travel for necessity. Now, if you will turn to page 5 of the report, you will find that in the Trivandrum-Quilon line, the Trivandrum-Kottayam line and the Quilon-Shencotta line, the number of passengers carried was nearly 5 lakhs more than that in the previous year, although the aggregate mileage in the three routes was less by one lakh. What does it mean if not overloading? By running the buses one lakh mile less, they were able to carry five lakhs more—a very fine easy way of money making in Transport business.

MR. E. G. SALTER: Does the honourable member reasonably suggest that the reduction of mileage and the increase in number carried, tend to establish overloading?

MR. P. S. NATARAJA PILLAI: Yes, I do. These facts can only lead to it. I will deal with it when I come to it. I was saying that by increasing the fares and by overloading and causing a great deal of inconvenience to the people the Department was able to make a good deal of money and on that I congratulate the Director. But I am sorry for this state of affairs. We have made a profit, but at what cost, at what suffering. I do not want to go into a description of the suffering of the people who travelled in these buses, because every honourable member knows about that and it is a common knowledge to the Government officers as well. So I need not dilate on it. There

is another aspect to which I will invite your attention. I was searching through the pages of this departmental report* for certain data to review its working and to test its efficiency. Nowhere was I able to find the number of vehicles owned by this Department or about the average number of days on which the buses were in the workshop or the breakdowns of the buses that occurred on the routes. It is said that there is a fleet of buses owned by the Department and if you will turn to the page 26 of the report you will find that the department has established a workshop well equipped and well maintained. This may be seen from the salaries paid therefor. Yet, no mention is made of the fact in how many hours or days a bus that has become damaged or that has broken down on the road was repaired in this well-manned workshop. If that information was given it would have enabled this house to understand whether the Department has taken effective steps to put the buses into maximum use. The number of break-downs in the journeys too has not been noted. Not a single instance of break down or the average duration of such break-down, or average time taken for running of the bus again or the number of days the buses took for repairing are not mentioned in the report.

Yet there is another aspect. One thing which I wanted to know is whether this Department is working as efficiently as we expected it to work. Nowhere in the report is it mentioned that the number of buses has become reduced. There are one or two sentences here and there referring to the difficulty of getting spare parts. But this is counterbalanced in the report by the statement that the department is able to make spare parts. If the department is able to make spare parts and if it has an efficient workshop, the number of buses must be the same even now and there should not have been any deficiency as reported here. One fact should not be forgotten. This is a commercial department. Competition is the criterion by which efficiency is tested in commercial concerns. When it is a monopoly concern, it is bound to be abused. Here, though it is a commercial concern it has got a monopoly, which means they will be able to work with or without efficiency and make profit.

This aspect of the matter the Director of Transport is bound to concede. Of course he can very well claim that the total investment in the concern has been realised as profit and that it has been credited to the treasury. But this argument cannot hold good because he has been given the State right to work an essential service. The State has given him the guarantee of monopoly and that monopoly gives him a great benefit which must accrue in the end to the benefit of the people. That is not done.

MR. K. A. MATHEW: Will the honourable member enlighten us whether the Director gets a share of the profits?

MR P S. NATARAJA PILLAI: There is no mention in the report about the Director's share in the profit. But I will go to the extent of conceding that in managing a commercial concern like this, if the State and the people are benefited, I do not personally think I would grudge

[Mr. P. S. Nataraja Pillai]

giving him a commission on the profits. That apart what I say is this We have today a lot of money. We have invested that money in the State Transport. The State has given the Director the right of monopoly and with these advantages it is not a question of putting back the money but the real question is: "Are we getting real benefit, or are we suffering?" As a matter of fact, I might say the thought of travel itself has now become an excruciating pain.

Now I may also mention—I am sorry to say so—but I cannot but do it that there is a callous indifference on the part of this Department to the suffering of the people. If you just go to the Central Station garage you will find lots of people, men, women and children waiting and waiting for hours together and then scrambling there in the struggle to get accommodation in the bus. If this is not callousness, what else is it? A Director who is solely responsible for the working of the department, having his office so near by, can he allow it to continue?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member how it can be helped by the Director?

MR. P. S. NATARAJA PILLAI: He can at least put up a notice on the Board that there is no service just then. It is for him to find ways and means. I am about to suggest a method. It is not such a very great thing as it seems to my friend. We have a certain number of buses now If that is not sufficient to cover all the routes, why do you take these 200 and odd miles.

PRESIDENT: The honourable member will address the Chair.

MR. P. S NATARAJA PILLAI: A question has been put, how it can be remedied. Now sir, it is a monopoly right that is given to run the buses on these lines. How many miles have been so monopolised by the State Transport, I cannot find from the administration report. As a matter of fact, from personal knowledge, I know that they are running from Nagercoil and Cape Comorin up to Kottayam and up to Alwaye in the north, that is practically the whole of the main route is monopolised. If the department has not got sufficient number of buses and if they are not able to meet the demand on the road, they may reduce the mileage and run for 60 or 80 miles, taking into consideration the amount of traffic on the road and the number of buses that they have got. Let them leave the rest for private enterprise. If it is a question of meeting an essential demand, let them run express service to connect important stations.

MR. E G. SALTER: Does the honourable member suggest that private enterprise is better enabled in this regard?

MR. P. S. NATARAJA PILLAI: I am sorry Sir, the member has misunderstood me. I never compared private enterprise with State enterprise. It is no use dragging me away from the point.

I do say that the department is not efficiently run to serve the people. But if the department is not able efficiently to serve all the routes that they have taken, the better alternative would be to confine

to a particular route and serve it efficiently. Now the State has monopolised all the main roads as well as some of the subsidiary routes. They run buses without schedule, without timings, as and when they get buses. People, in the anticipation of getting buses wait in the garages sometimes even for two or three hours or more. And sometimes after waiting so long they get the information that the bus won't run. Suppose there is a bus to run between Nedumangad and Trivandrum at a particular time. You may wait for two or three hours even after the scheduled time and still not get any bus. Similarly there is a service between Attingal and Quilon There too, you will have to wait for two or three hours before getting a bus. In fact, catching a bus has become an impossibility.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member whether it is on account of the paucity of vehicles or due to the callousness of the department.

MR. P. S. NATARAJA PILLAI: There may be paucity of vehicles, but if that is so, and the department feels that it will not be able to serve efficiently, as a Government department it has got a duty to say "We have not got the vehicles, we cannot do this". Take, for example, you have only a small quantity of quinine and there are thousands of people to be administered with this medicine. Is it advisable to add sugar and give it to all and relieve none? It is a Government department, it must feel its responsibility. Then there is the State's duty to maintain a line of communication with important stations.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member that if certain routes are given up by the department will it be possible for private agencies to operate on these roads?

MR. P. S. NATARAJA PILLAI: I do not know. We have to try it.

PRESIDENT: As a matter of fact, I may say that unless the Government operate on the main roads in the State no private company will ever get any bus or any facility to operate on any roads. It is absolutely out of the question as honourable members would find if they only go into the facts. In Madras and elsewhere there is absolutely no chance of any private undertaking running on their main roads and getting buses for the purpose. It is mainly because the Government have taken the responsibility of transport in this State, that the Government of India are deflecting some buses intended for war purposes, and handing them over to our Government. If it is a private enterprise, I am sure, this will not be possible.

I think it is very well that the question has been put squarely and fairly. If honourable members suggest that we should run no buses at all on certain routes, but only on the main routes, not admitting more than 20 or 30 people into a bus, if that is the desire of the House, notwithstanding any loss, I am, for the rest of the war, prepared to give the department this instruction, namely, that the department should not operate for the sake of profit, should allow only 20 or 30 people to go in each bus and that the buses should operate only

[President]

on four or five routes. But if honourable members have seen the overcrowding in Madura, Bombay, Madras, Calcutta or Delhi, they will probably have a different story to tell. I have said so to many deputations and individuals who have spoken to me on this matter. It is a proposition entirely open to the people to decide. If they make up their minds that nobody will travel unless he gets a seat and a rule is enforced that nobody will get a ticket unless he applies three or four hours earlier, I think it might solve the difficulty a bit. There are 87 buses. They will just suffice for four or five routes. I am perfectly willing to confine the running of the buses to these routes.

MR. P. S. NATARAJA PILLAI : As far as my experience in Tinnevelly and.....

PRESIDENT : That is really because the Government of Travancore have stated that they also should be treated on the same footing as other provinces and it was with very great difficulty that we were able to get renewals of buses for our purposes. Mr. Salter will probably be able to inform honourable members about this in proper time. Honourable members will find that the Government of India really cannot give more buses to the Travancore Transport Department and the Hyderabad Transport Department: they are the only two transport departments run by the States in India, because every bus that is given to us is practically a bus taken away from war purposes. Then there are also certain buses which are now being given for the transport of tea and for the transport of rubber, and for the use of certain war industries. For instance, for proceeding with the hydro-electric scheme certain buses have been set apart, because the scheme is regarded as a war work. But apart from war work and the State transports, I do not think it will be possible for the Governmet of India to spare any buses.

MR. P. S. NATARAJA PILLAI : I was going to mention my experience on the other side of the Ghats. In certain instances, the case may be as stated by the Dewan. Buses do run on the other side of the Ghats but how they are run I have not enquired into. I know that as long as the war lasts, we will not be able to get new buses or tyres without the sanction of the Government of India. I accept that as I know it to be true. But in spite of all this, the fact remains that people are subjected to great inconvenience and hardship. The only other alternative seems to be, as the Chair put it, to concentrate on some of the routes, leaving the traffic on the other routes to be conducted by private agencies who are prepared to run their buses or to allow people to have recourse to the indigenous method of travelling. What does the Travancore Government care? It is not profit but service. If they are not able to run buses efficiently, they need not. Let us make an arrangement like that. We are told that there are about 87 buses. If with these buses—and the department should be able to estimate it correctly—they feel that they can run efficiently a service of 120 miles, let them take it, let us say, the route from Nagercoil to Kottayam and meet the demands efficiently. And all the other routes

excepting the roads from Nagercoil to Kottayam and from Kottayam to Alwaye or Parur may be left away. Or, let us take a route connecting all the important centres and leave the traffic on the other roads for private enterprise or even for the indigenous travelling methods. This method I am suggesting after realising fully all the implications and all the difficulties now met by the passengers and of also the serious dislocation of business in the case of businessmen. Let me illustrate. People trusting that the buses will run regularly and that they will be able to get at certain places at particular times, because these buses are run by Government, make their programmes; but they have invariably to suffer inconvenience, disappointment and perhaps material loss also. For instance, a case may be posted at Trivandrum and a man may be coming to Trivandrum from Kottarakara or Attingal for being examined. The case may have been disposed of by the evening sometimes possibly before he manages to get to Trivandrum or get a bus from his station. To avoid all this I will suggest for the serious consideration of the House this proposition, namely to limit our service to particular routes on which we can operate efficiently.

Then sir as I suggested the strengthening of the Workshops must be seriously thought of and its working looked into.

The Director of Transport in his report has stated that gas plant substitution in buses has been found to be a failure.

> "New vehicles, adequate supplies of spares and lower daily mileage operation are conditions essential for successful operation on charcoal gas. As new vehicles were not available in sufficient numbers, the only alternative was to switch over to petrol in an endeavour to maintain service in as efficient a state as practicable. It is however, the intention of the Department when new vehicles become available to convert them for operation on charcoal gas for the obvious advantages of charcoal gas cannot be ignored"

After the war is over, when petrol will be cheap and easy to get a change to the gas plant will be adopted. That seems to be the intention expressed by the Director. But gas plant buses are running now in large numbers in British India. From my personal experience I may inform the House that a very large number of buses fitted with gas plants are running in Madura and other places. I do not know how the experiment failed with the Transport Department in this State. I would earnestly request the attention of the Government to go into the whole question and see that the workshops establishment is adequately strengthened and efficiently worked. My suggestion is about the taking of two or three routes connecting important towns under the State Transport system and leaving every other line to private agencies.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member whether there is any difference in the nature of roads in Travancore and British India with regard to ascents and descents?

MR. P. S. NATARAJA PILLAI: There is more of ascent and descent in Travancore than on the other side of the Ghats. But I do not think that it makes much difference for gas plant buses. I have here seen lorries fully loaded, climbing up ascents fitted up with gas plants.

MR. CHAZHIKKATTU JOSEPH: സർ, തിരുവിതാംകൂർ ഗവണ്മെൻറ് വളരെ ശ്രമിച്ച്, താലോലിച്ച് വളർത്തിക്കൊണ്ടുവരുന്ന ഒരു പുതിയ ഡിപ്പാർട്ടുമെൻറാണ് ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറ്. എന്നാൽ അതു ജനങ്ങൾക്ക് വരുത്തിക്കൊണ്ടിരിക്കുന്ന ഉപകാരവും ഉപദ്രവവും രണ്ടും കാണുമ്പോൾ ചിലപ്പോൾ സന്തോഷവും ചിലപ്പോൾ സങ്കടവും തോന്നാതിരിക്കയില്ല. ഏകദേശം നാലുമണി സമയത്ത് നാഗർകോവിലിലേക്ക് വണ്ടി പുറപ്പെടുന്ന ആ ഷെഡിൻെറ സമീപത്തുപോയി നില്ക്കുകയാണെങ്കിൽ ഇതു ബോദ്ധ്യമാകുന്നതാണ്. കൂട്ടംകൂട്ടമായി ആളുകൾ ഈ വണ്ടിയിൽ കയറുന്നതിന് ശ്രമിച്ചുകൊണ്ട്, അല്ലാ, പരിശ്രമിച്ചുകൊണ്ട് നില്ക്കുന്നതായി കാണാം. ഈ കാഴ്ച നാഗർകോവിൽ മുതൽ കോട്ടയംവരെ വണ്ടികയറുന്നതിനുള്ള എല്ലാസ്ഥലങ്ങളിലും ദൈനംദിനമെന്നപോലെ കാണാവുന്നതാണ്. ഈ ട്രാൻസ്പോർട്ട വണ്ടിയിൽ കയറുന്നതിനായിട്ട് ചെല്ലുന്നആളുകളെ ഒരു വലിയ ചുഴിയിലേക്കു വലിക്കുന്നതുപോലെ തോന്നും. അതിൻെറ വാതുക്കൽ കൊണ്ടുപോയി ഒരാളിൻെറ ഒരു കയ്യോ കാലോ അതിൽ പിടിപ്പിച്ചാൽ മതി പുറകിലുള്ള ആളുകളുടെ ഞെരുക്കംകൊണ്ട് രണ്ടുനാലു മിനിട്ടിനകം ബസ്സിനകത്ത് ആകും. ഇങ്ങനെ ശക്തിയായി ഞെരുങ്ങുന്ന ഒരു മനുഷ്യൻെറ കയ്യോ, കാലോ വല്ലതും പോയാൽതന്നെയും അറിയുകയില്ലാ. ഇപ്രകാരമാണ് ബസ്സിനകത്തേക്ക് ആളുകളെ കയറുന്നതു്. ഇങ്ങനെ കയറിപ്പോകുന്നതിനിടക്ക് പററുന്ന അപകടങ്ങളെപററി പിന്നീടാണ് അറിയുന്നതു്.

PRESIDENT: If the honourable member thinks that he can make an effective speech in Malayalam than in English, he can very well do so. But the difficulty in that case is that he cannot make himself understood to Mr. Salter. I am only making an appeal that he may speak in English if he can, so that Mr. Salter may understand what he says.

MR. CHAZHIKKATTU JOSEPH: സർ, മലയാളഭാഷയാണ് എനിക്കു കൂടുതൽ സ്വാധീനം. എങ്കിലും ഞാൻ പറയുന്നതിൻെറ ചുരുക്കം ഡയറക്ടർ അവർകൾക്ക് മനസ്സിലാകത്തക്കവണ്ണം ചുരുങ്ങിയ വാചകങ്ങളിൽ പറയാൻ ഒടുവിൽ ശ്രമിക്കാം.

PRESIDENT: Generally the Chair does not allow one portion of the speech in Malayalam and another portion in English. But in your case as an exception I allow you tos peak both in English and Malayalam.

MR. CHAZHIKATTU JOSEPH : ഓടിച്ചുകൊണ്ടുപോകുന്ന വണ്ടി ഒരു വളവിലോ തിരിവിലോ ചെല്ലുമ്പോൾ ഡ്രൈവർ ബ്രേക്ക് പെട്ടെന്നു ഒന്നു ചവുട്ടും. കമ്പിയിൽ തൂങ്ങിയിരിക്കുന്ന ആളുകൾ മുമ്പുനിൽക്കുന്നവന്റെ പുറത്തു ഓരോരുത്തരായി വീഴുന്നു. അതേമാതിരി വണ്ടി വേഗത്തിൽ ഓടിക്കുമ്പോൾ പുറകിൽ നിന്നവൻ അടിയിലായി മുമ്പുനിന്നവൻ അവന്റെ മേൽവീഴുന്നു.

ഈ ട്രാൻസ്പോർട്ടു വണ്ടികളിൽ സഞ്ചരിക്കുന്നതിനുള്ള വിഷമം സാധിപ്പവർകൾക്ക് ബോദ്ധ്യമാകണമെങ്കിൽ സായിപ്പു ഈ വണ്ടിയിൽ ശനിയാഴ്ചതോറും തിരുവനന്തപുരം മുതൽ കോട്ടയം വരെ സഞ്ചരിക്കണം. എന്നാൽ മെമ്പറന്മാർ ഈ പ്രസംഗങ്ങൾ ഒന്നും ചെയ്യേണ്ട ആവശ്യമില്ല. ഏതൊരു ശനിയാഴ്ച ഇങ്ങനെ യാത്രചെയ്യുമ്പോൾ സായിപ്പിന്നു തന്നെ നേരിട്ടറിയാവുന്നതാണു് എത്രമാത്രം ദുരിതങ്ങൾ ജനങ്ങൾ അനുഭവിക്കുന്നു എന്നു്. ഈ കഴിഞ്ഞ കർക്കടകമാസം ൧൫-ാം തീയതി ആണെന്നു തോന്നുന്നു, ഞാൻ കോട്ടയത്തിറങ്ങിയിട്ട് വീട്ടിലേക്കു പോകാൻ തുടങ്ങുന്നു. ഒരാൾ വന്നു് വണ്ടികയറാൻ തുടങ്ങുന്നു. കണ്ടക്ടർ ആ ആളെ കയററുകയില്ലെന്നു പറയുന്നു. എന്തോ അത്യാവശ്യ കാര്യമായതാൽ മരണവേദനയോടുകൂടി അയാൾ തൂങ്ങി കയറുന്നതിന്നു ശ്രമിക്കുന്നു. എത്ര പറഞ്ഞിട്ടും കണ്ടക്ടർ കയററുകയില്ല. അയാൾ വണ്ടിക്കകത്തിരുന്ന ഒരാൾക്ക് അര രൂപാ കൈക്കൂലി കൊടുത്തു് അയാളെ ഇറക്കിയിട്ട് ഒരു സീററു സമ്പാദിച്ചു. കണ്ടക്ടർ അയാൾ ഇറങ്ങണമെന്നായി. യാത്രക്കാരൻ ആ വണ്ടിയിൽതന്നെ പോകുമെന്നും കണ്ടക്ററർ കൊണ്ടുപോകയില്ലെന്നും ഇങ്ങനെ വലിയ വഴക്കിൽ കലാശിച്ചു. ഒടുവിൽ ഞാൻകൂടി മദ്ധ്യസ്ഥം പറഞ്ഞു്. കണ്ടക്ററർ അയാളെ വണ്ടിയിൽ കയററി. ഈ കഴിഞ്ഞ കർക്കടകം ൧൫-ാം തീയതി കാലത്താണു്. കോട്ടയം ബസ്സ് സ്റ്റാൻറിൽ വച്ചാണു് നടന്നതു്. ഞാനും അവിടെ ഉണ്ടായിരുന്നു. ഒടുവിൽ ചില പോലീസുകാരും അവിടെ വരേണ്ടതായിവന്നു. ഇത്ര തിക്കും തിരക്കും പിടിയും വലിയും ഉള്ളിടത്തു് ഈ വക പെരുമാററമുള്ള കണ്ടക്ററന്മാരും ഡ്രൈവറന്മാരും മററും ഉണ്ടെന്നു് ഡയറക്ടർ അവർകൾ ശ്രദ്ധിക്കേണ്ടതാണു്. ഈപ്രകാരമായാൽ നമ്മുടെ സഹോദരന്മാരും സഹോദരിമാരും പലരും അപകടത്തിലാകും. ഇതിലേക്ക് പ്രതിവിധികൂടി എനിക്കു തോന്നുന്നതു ഞാൻ പറയാം. ഒന്നാമതു് ലാഭം കിട്ടുമെന്നുകണ്ടു് ഭൂലോകം മുഴുവൻ നമ്മുടെ കൈവശം കൊണ്ടുവരണമെന്നില്ല. നമുക്കുള്ള വണ്ടികൾക്ക്

[Mr. Chazhikattu Joseph.]

അനുസരണമായി ഉള്ള വഴികൾ എടുത്താൽ മതിയാകുന്നതാണ്. ഇല്ലാത്തവണ്ടിക്ക് ഉള്ള വഴികൾ എല്ലാം എടുക്കേണ്ടയാവശ്യമില്ല. എണ്പതോ തൊണ്ണൂറോ ബസ്സുകൾ ഉണ്ടെങ്കിൽ അതിനനുസരണമായ വഴികൾ എടുത്താൽ മതി. യാത്രക്കാർ കൂടുതൽ ഉള്ളതുകൊണ്ട്, വണ്ടി പുറപ്പെടുന്നതിന് പത്തോ പതിനഞ്ചോ മിനിട്ടിന് മുമ്പ് വണ്ടിയിൽ കയറാവുന്നിടത്തോളം ആളുകൾക്ക് ടിക്കററു കൊടുക്കണം. ഇപ്പോൾ ൨൪ പേരെ കയററാവുന്ന വണ്ടിയിൽ ൩൦-ം, ൪൦-ം, ആളുകളെ കയററുന്നു.

സാധാരണപള്ളിക്കൂടങ്ങളിൽ ഒരു കുട്ടിക്ക് ഇത്ര ക്യൂബിക്കടിസ്ഥലം വേണമെന്നുണ്ട്. ഈ ബസ്സുകളിൽ അപ്രകാരം ക്യൂബിക്കടി കണക്കാക്കിയല്ലെങ്കിലും എത്ര മനുഷ്യനെ ഞെരുക്കിയാൽ എത്ര ചെറുതാകുമോ അത്രയും ക്യൂബിക്ക് അടി മാത്രം കണക്കാക്കിയുള്ള ആളുകൾക്കേ ടിക്കററുകൊടുക്കാവൂ. ഇങ്ങനെയായാൽ ടിക്കററുകൊടുക്കുമ്പോൾ ഉള്ള തള്ളുമാത്രമേ കാണുകയുള്ളു. അപ്പോഴും ആളുകൾ കയറുന്നതിനുള്ള ബഹളത്തിന് കുറവു വരും.

കോട്ടയം ബസ്സ്റ്റാൻറിലാണെങ്കിൽ മൂന്നു നാലു പ്രാവശ്യം സ്റ്റാൻഡിൽ ചുററിയിട്ടാണ് വണ്ടിപുറപ്പെടുന്നത്. ഇങ്ങനെ ചുററുമ്പോൾ പല സ്ഥലത്തുനിന്നും ആളുകൾ ഓടിയും ചാടിയും കയറും. ബസ്സ്റ്റാൻറിൽ വരുമ്പോൾ അവിടെ കാത്തുനില്ക്കുന്നവർക്ക് വണ്ടിയിൽ കയറാൻ സാധിക്കാത്തവണ്ണം ആളുകൾ നിറഞ്ഞു കഴിയും. വണ്ടികയറുമ്പോഴും കയറിയാൽ ഉള്ള ഞെരുക്കിനെപ്പററിയും ചിന്തയില്ലാതെ പൂച്ച എലിയെ പിടിച്ചുവച്ചുകൊണ്ട് അതിന്റെ മരണവേദനകണ്ടു സന്തോഷിക്കുന്നതുപോലെയാണ് ഇതിലെ ഉദ്യോഗസ്ഥന്മാർ ചിലപ്പോൾ ചെയ്യുന്നത്.

വണ്ടി കുറവുണ്ടെന്നുള്ളത് ഞാൻ സമ്മതിക്കുന്നു. ജനങ്ങൾ കൂടുതൽ ഉണ്ടെന്നും സമ്മതിക്കുന്നു. അതിന് പ്രതിവിധി ഉണ്ടാക്കേണ്ടതു അത്യാവശ്യവുമാണ്. ഒന്നാമതായി വണ്ടി ഉള്ളിടത്തോളം വഴി പരിമിതപ്പെടുത്തുകയും വണ്ടിയിൽ പരമാവധി കയററാവുന്ന ആളുകളുടെ സംഖ്യ നിർണ്ണയിക്കുകയും കയറുന്നവർക്ക് ഉപദ്രവം ഉണ്ടാകാതെ ഇരിക്കുന്നതിന് ശ്രദ്ധിക്കുകയും ചെയ്യുക.

രണ്ടാമതായി വണ്ടിപുറപ്പെടുന്നതിന് പത്തോ പതിനഞ്ചോ മിനിട്ട് മുമ്പു ടിക്കററു കൊടുക്കാൻ വ്യവസ്ഥചെയ്യണം. ഈ രണ്ടു വ്യവസ്ഥയും ചെയ്യുമ്പോൾ അനുഭവിച്ചുവരുന്ന ദുരിതങ്ങളും കുറെ കുറയും.

മെന്നു തോന്നുന്നു. അല്ലാതെ ഇതു തുടരുന്നതിനനുവദിച്ചാൽ സാധുക്കളായ പാമർക്കും പല വിധത്തിൽ ആപത്തുകൾ നേരിടാൻ ഇട വന്നേക്കാം.

ട്രാൻസ്പോർട്ടിൽ സഞ്ചരിച്ച ഒരാൾ സ്ഥലത്തിറങ്ങി നേരെ ആശുപത്രിയിലേക്കു പോകയും മൂന്നാം ദിവസം മരിക്കുകയും ചെയ്തതായി കേട്ടിട്ടുണ്ട്. ഇതു് ട്രാൻസ്പോർട്ടിലെ ഞെരുക്കകൊണ്ടു മാത്രം സംഭവിച്ചതാണെന്നു ഞാൻ പറയുന്നില്ല. എന്നാൽ മരണത്തിന് കാരണം വണ്ടിയിലുള്ള ഞെരുക്കമാണെന്നും ട്രാൻസ്പോർട്ടിലെ യാത്ര ജനങ്ങൾക്ക് മരണഹേതുകമായി തീരുന്നുണ്ടെന്നും ഡയറക്ടർ മനസ്സിലാക്കേണ്ടതാണ്. What I have said maybe summarised thus:

(1) that the Director must see to the length of the road under operation and the number of buses that he has at his command:

(2) that he must arrange to issue tickets at least 15 minutes earlier so that the people who think that they cannot get a ticket and a proper seat in the bus may go home and take rest; and

(3) that the Director must travel in the buses once a week so that he may understand personally the difficulties of the passengers.

With these suggestions, I take my seat.

MR. K. K. CHELLAPPAN PILLAI: Sir, I associate myself with the ideas expressed by my honourable friend Mr. Nataraja Pillai. With regard to the income and expenditure, the Director has really to be congratulated on the profits he has earned. There is no question about that. He may think that we are not expressing so much sympathy for him in these difficult times. But from the statement presented before us I would suggest that if the subordinates of the Department had been careful enough, such discredit as it has to share could have been avoided and sufferings obviated. I shall just read one or two passages from the Administration Report of the Department for 1118:—

No. of buses allocated on the Trivandrum-Nagercoil line	...	20
No. of journeys operated	...	80
No. of passengers travelled	...	13,21,836
No. of buses allocated on the Trivandrum-Quilon line	...	8
No. of journeys operated	...	32
No. of passengers travelled	...	6,42,186

If we calculate the number of passengers on an average we will see that on the Quilon—Trivandrum line about 58 people have travelled in a journey. In the Trivandrum-Nagercoil line it will be about 46.

[Mr. K. K. Chellappan Pillai.]

Sir, if some control is really exercised on the entry of passengers into the bus by the issue of tickets sufficiently early, before the bus leaves, this congestion, as at present observed, would not take place. Now, what happens is this: All people gather at the doorway; those who are strong enough to get over the crowd, huddle themselves into the bus and those who come late or are unable to resist the kicking, are left behind. The result is that at night time, you find that the man who had come to the stand as early as five o'clock in the evening, still waiting to board a bus. This is entirely due to the irresponsibility, callousness and indifference of the subordinate officers. Sir, when I ask any subordinate officer at the Bus Stand as to how we could get into the bus, he says "You will have to rush through or kick others or get kicks and get in." That is what the subordinates say. In Madras, the system of queues is adopted for boarding the buses, so that priority becomes the criterion, to get into the bus. In Alleppey-Arur route, coupons are issued in the order of priority. Similar arrangements may also be made here. I am sorry that the Director has not paid any attention to this matter As my friend, Mr. Joseph, said, the difficulty is that the Director does not travel in the bus as often as we do. He should certainly travel in a bus at least once a week, as my friend Mr. Joseph suggested.

During vacation, students gather at the Bus Stands, and no special arrangements are made for the provision of additional buses to cater to the needs of the student population. On festival occasions also, the same difficulty arises. The difficulty is that the subordinate officers with whom the responsibility lies would not care.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member that in Madras or Arur, who is responsible for the day's collection from every bus? Is it the conductor or the office?

MR. K. K. CHELLAPPAN PILLAI: I have not enquired into the matter, but I think the conductor is responsible.

The difficulty may arise in this way. At the starting station, it is very probable that a seat is not reserved for a passenger who may come up in the mid-way. I suggest that due provision should be made for the probable number of passengers who might wish to be accommodated in the mid-way and that tickets must be issued only to such an extent that seats are available in the bus, excluding reserved seats.

MR. E. G. SALTER: I wonder if the honourable member would be good enough to make a suggestion as to what can be done with the passenger who gets in without a ticket?

MR. K. K. CHELLAPPAN PILLAI: Certainly they should be necked out.

MR. E. G. SALTER: By whom?

MR. K. K. CHELLAPPAN PILLAI: By the officers of the department.

MR. P. K. KURIAKOSE: Since the introduction of the State Transport Service, and especially after the engagement of express buses, I should say that we have great convenience in regard to travelling. But for want of buses on the line, we are really experiencing great difficulty. I heard that a fleet of buses had recently arrived and so I hope that this difficulty will be removed in the near future. But I doubt whether all the present buses are to run on gas plant. If this be the case, I fear that we will have great difficulty again. I therefore suggest that if it is possible to supply petrol to these buses, it would be better that they are driven on petrol instead of trying them with gas plant.

In the case of express service to the north of Kottayam, I have to make a request. An express line should be opened from Kottayam to Devicolam direct. There is a bus service between Alwaye and Munnar. This should also be extended to the west as far as Parur and to east as far as Devicolam. Further the present line from Alwaye to Munnar also should be retained. At the same time I request that the fares also should be made moderate so as to give an average rate for the whole State in regard to the express buses. With these few remarks, I resume my seat.

MR. P. M. VARGHESE: I have to make a few remarks on this subject. Though the Transport Department is a Government Department and the services are run by the Government, it is conducted on a commercial basis. So, I do not find any justification for the different kinds of seats both in the express and ordinary buses. I think that as a matter of fact, the income from the ordinary buses is far greater than that from the Express buses. It may be asked as to why there should be uniform seats in all the buses. The answer is that all passengers are human beings and that every passenger should be comfortably seated. When once I travelled in the ordinary bus, I found seats were made of wooden stairs If they were made only of planks, it would have been a good thing. On the other hand, we have spring-cushions in the express buses. When the number of passengers is taken into account, the income from the ordinary buses should be necessarily greater than that from the express buses. So, that will compensate for any loss that may be incurred on providing better seats in the ordinary buses.

A charge against the Department is that they allow more passengers than the buses can accommodate. I think it is an unfounded charge. The reason is this : The Department does not in any way appeal to any passenger to enter into the bus, especially in these days of war when more buses are not available. Passengers will be more concerned in reaching their destinations rather than the Department is anxious to take them in the bus. Therefore, when that is taken into consideration, I do not find any reason in accusing the Department of carrying more passengers than the buses could accommodate.

[Mr. P. M. Varghese.]

Another observation which I have to make is with regard to smoking. In these buses, there are women and children also, and those who are not accustomed to smoking are also travelling. Some passengers who are in the habit of smoking in the buses cause very great inconvenience especially to women and children. I have seen many of the women and children vomiting in the bus.

MR. E. K. MADHAVAN Is the vomiting due to the smell of the smoke or due to some other cause?

MR. P. M. VARGHESE: I am of opinion that occasionally it is due to smoking. Further, when congestion in the bus is at its maximum and when smoking also is resorted to at the time, there is a better cause for vomiting. If legislation is made to prevent smoking in the bus, it would save much difficulty in travelling. Occasionally, when buses stop at certain stations on the way, such of those passengers who want to smoke can very well go out of the bus and smoke. If arrangements can be made for the prevention of smoking in the buses, much difficulty can be avoided and the work of the Department may be thus conducted on better and more efficient lines.

PRESIDENT: If this House be of the opinion that smoking should be prevented in the buses, Government will have no objection to issue an order likewise.

MR. C. K. SANKARA PILLAI: I wish to bring to the notice of the Director, the difficulty expressed by my friend, Mr. K. R. Narayanan, regarding the issue of through tickets. It was common for people to get a through ticket from Trivandrum to Kottayam though the buses change at Kottarakara or at any of the intermediate stations. But, if a person who wants to go to Kottayam from Kottarakara wishes to purchase a ticket at Kottarakara, he has to wait for an unduly long time at Kottarakara to get a ticket. I do not know how far this change from the 'through' ticket system to the present system benefits the Department. At least it causes unnecessary inconvenience to the passengers.

The cry of the Department is that because of the want of buses, people are allowed to rush into the buses and are allowed to wait at the Bus Stands. The scene at the Central Bus Stand at Trivandrum will convince any one of the difficulty experienced by the passengers there.

PRESIDENT: Order, order. The House will now adjourn and meet again at 12 noon on Monday, the 28th.

S. VAIDYANATHA AIYAR,
Secretary to the Sri Mulam Assembly.